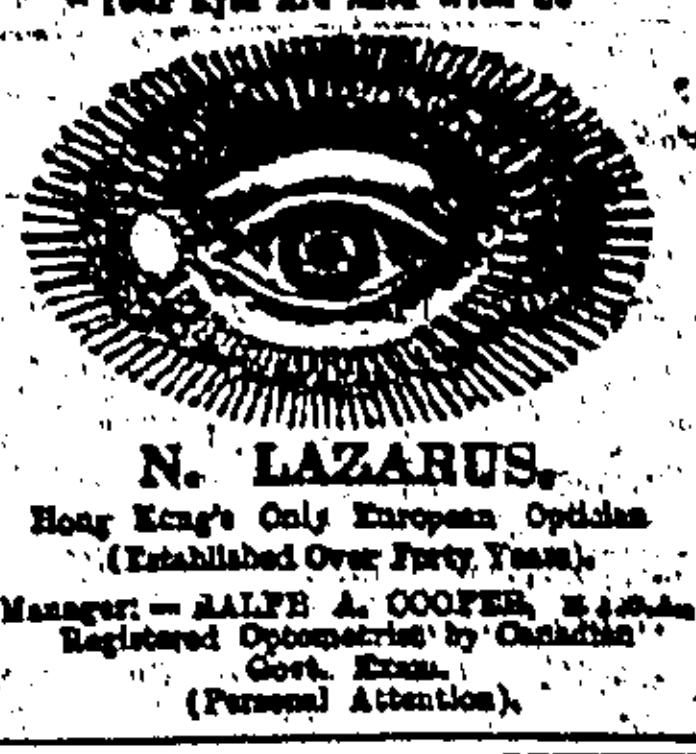


MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.



No. 21,981 號壹拾捌百玖千壹第 日肆拾月壹拾貳 HONG KONG. TUESDAY, DECEMBER 25th, 1928. 式拜禮 日伍廿月貳拾年八廿百九千壹第 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	O				P				B				B				B			
	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 8 A.M.	No. 13 A.M.	No. 14 NOON	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.	No. 25 P.M.		
Kowloon Dep.	6.40	8.05	9.30	9.08	9.25	10.00	10.10	1.15	8.25	3.23	4.48	5.40	5.40	7.44	7.44	7.44	7.44	7.44		
Central Dep.	7.01	—	—	—	9.35	10.06	10.13	—	—	2.41	—	4.53	4.48	7.44	7.44	7.44	7.44	7.44		
Wanchai Dep.	7.01	—	—	—	9.28	10.20	12.50	1.53	—	2.58	—	4.50	6.00	7.56	7.56	7.56	7.56	7.56		
Tsimi Dep.	7.08	—	—	—	9.38	10.33	12.43	1.48	—	3.08	—	4.04	6.13	8.08	8.08	8.08	8.08	8.08		
Market Dep.	7.30	—	—	—	9.48	10.37	12.47	1.52	—	2.10	—	5.05	6.17	8.15	8.15	8.15	8.15	8.15		
Wanchai Dep.	7.30	—	—	—	10.10	10.47	13.47	2.02	—	3.20	—	5.15	6.27	8.23	8.23	8.23	8.23	8.23		
Shanghai Dep.	7.35	—	9.07	7.45	10.15	10.53	1.02	2.07	—	3.25	—	5.24	6.33	8.27	8.27	8.27	8.27	8.27		
Shanghai Arr.	7.41	8.45	9.13	9.51	10.21	10.53	1.06	2.18	3.05	3.31	8.30	6.39	6.38	8.23	8.23	8.23	8.23	8.23		
Canton Arr.	—	12.05	—	—	5.48	—	—	—	6.30	—	—	—	—	—	—	—	—	—		

XMAS & NEW YEAR HAMPERS

We beg to notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates—

No. 1 HAMPER—\$38.

- 1 Qt. Most & Chandon Dry Imperial Champagne.
1 Pt. Blackberry Brandy.
1 Pt. D.O.M.
1 Qt. Martell's XXX Brandy.
2 Qts. King George IV Gold Label or Perfection Whisky.
- 1 Qt. Superb Tawny Port.
2 Qts. St. Julian Claret.
1 Qt. Old Brown Sherry, Black Seal.
1 Qt. Puritan Old Tom or Dry Gin.
1 Qt. Burgundy, Burgoyne's.
1 Phial Pomeranzen Bitters.

No. 2 HAMPER—\$34.

- 1 Qt. Guillemet Champagne.
1 Pt. D.O.M.
1 Qt. Burgoyne's Burgundy.
1 Qt. Martell's XXX Brandy.
2 Qts. King George IV Gold Label or Perfection Whisky.
- 2 Qts. Tawny Dry Port.
2 Qts. St. Julian Claret.
1 Qt. Puritan Old Tom or Dry Gin.
1 Qt. Vio de Pasto Sherry.
1 Phial Pomeranzen Bitters.

No. 3 HAMPER—\$30.

- 1 Qt. Burgoyne's Burgundy.
1 Pt. Peppermint G.F.
1 Pt. D.O.M.
2 Qts. Superior Rich Old Port.
2 Qts. King George IV Gold Label or Perfection Whisky.
- 1 Qt. Engbrand's XXX Brandy.
1 Qt. Amontillado Sherry.
1 Qt. Puritan Old Tom or Dry Gin.
2 Qts. Madoc Claret.
1 Phial Pomeranzen Bitters.

Other Hampers made up to suit Customer's requirements.

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TEL. C. No. 135.

HONG KONG.

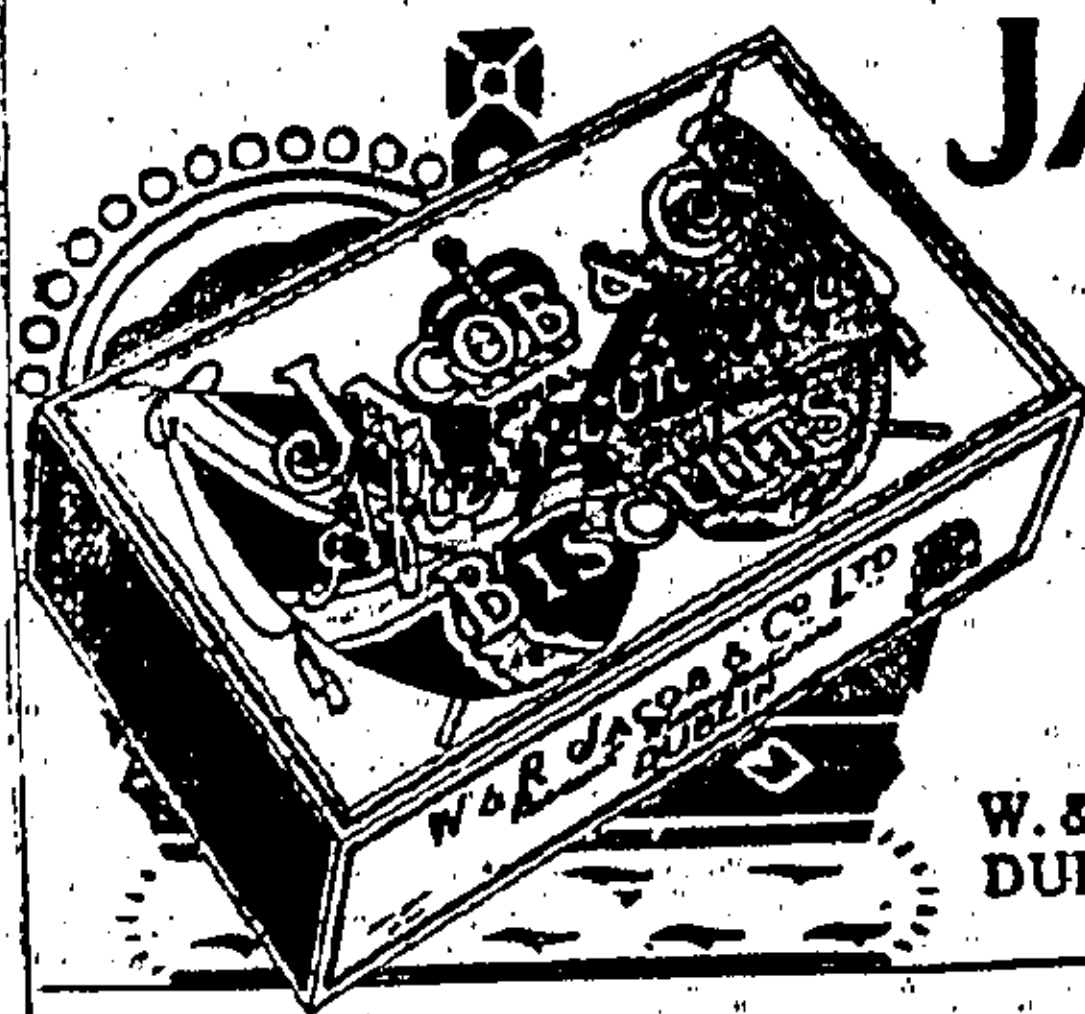


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ROYAL
AFTERNOON
TEA
BISCUITS.

A daintily tempting assortment that makes tea-time a treat

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DUBLIN INELAND

Have a glass of
ASAHI BEER

it cheers & invigorates



Sole Agents—

MITSUBI BISSAN KAISHA, LTD.
HONG KONG.

Money and Markets

HONG KONG MARKET REPORTS.

Business done in Hong Kong yesterday in rice, sugar and other foodstuffs, included the following transactions—

Rice.	Per Picul.
Mui Lan Fung White Long Rice, 334 bags	\$7.60
New Moon White Long Rice, 500 bags	6.80
Black Seal, White Broken Rice, 78 bags	5.82
Red San White Siam Rice, 248 bags	6.66
No. 1 White Broken Rice, 180 bags	5.34
Green Peacock White Rice, 180 bags	7.99
White Brewer Rice, 300 bags	6.27
Black Fan White Glutinous Rice, 178 bags	6.29
No. 1 White Brewer Glutinous Rice, 188 bags	7.26
Double Lines New Style White Rice, 138 bags	7.03
Blue Seal No. 3 White Rice, 108 bags	6.95
Black Seal No. 3 White Rice, 308 bags	6.36
Green Seal No. 1 White Glutinous Broken Rice, 61 bags	6.26
Black Seal White Rice, 31 bags	7.96
New White Rice, 180 bags	5.82
Sugar.	Per Picul.
Manila Green Sugar, 1,250 bags	\$39.00
Manila Green Sugar, 513 bags	6.45
Java Red Sugar, 3,000 bags	6.12
No. 24 coarse powdered sugar, 1,000 bags	7.43
No. 20 coarse powdered sugar, 400 bags	7.05
No. 19 coarse powdered sugar, 300 bags	6.83
Miscellaneous.	
Wood Oil, 330 cans at \$81 per can.	
Red Melon Seeds, 10 cases at \$30 per case.	

CANTON MARKET REPORTS.

Quotations for Sunday's Canton market, on rice, sugar, flour and oil were as follows—

Rice.	Per Picul.
Chai Mee Native Rice	\$11.05
See Mu Native White Long Rice	8.95
Kam Fung Yok White Rice	8.30
Red Peach White Annam Rice	8.84
Blue Lion White Long Rice	8.65
Green Lion White Rice	9.60
Red Lion White Rice	9.50
Three Marks White Rice	9.15
Black Seal No. 3 White Rice	9.25
Green Seal No. 3 White Rice	9.65
Green P No. 3 White Rice	9.70
Double Sword White Long Rice	9.68
Green Cannon White Rice	9.60
Sugar.	Per Picul.
No. 2 coarse powdered sugar	7.90
No. 3 coarse powdered sugar	7.80
No. 20 coarse powdered sugar	7.75
No. 1 granulated sugar	9.40
No. 1 fine granulated sugar	9.20
Whitow native white sugar	8.20
Spring native sugar	10.00
Sang mor native sugar	8.00
Flour.	Per Picul.
Man-of-War	\$4.04
Silver Seal	4.10
Bannan	4.05
Cheung Luk	4.15
Maize	3.65
Sword of Kwantai	4.20
Cannon	4.75
Cabbage	4.40
Dalton	4.50
Dog's Head	4.50
Oil.	Per Picul.
Groundnut Oil	26.00
Honan Best Quality	23.20
Tientsin Best Quality	22.90
Chifu Best Quality	21.50
Dairen Best Quality	27.00
Fang Chi Native Oil	25.20
Kwongsi Wood Oil	26.00

CANTON KEROSENE OIL.

LATEST QUOTATIONS.

	December 23rd.	Per Case.
New Stars	7.65	
New Balance	7.45	
New Hang Fuk	7.20	
New Eagle Brand	7.10	
New Sheung Hee	7.20	
New Daybreak	7.20	

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

	December 23rd.
Water Works	\$3.30
Electric Power Co.	5.05
Canton-Hankow Railways	6.43
The Sun Company	8.25
Sincere Company	3.50
Nanyang Bros. Tobacco Co.	1.95
Canton Tramways	4.65
China Merchant S.S. Navigation Company	4.65
Central Bank	4.65

CANTON COTTON YARN MARKET.

A cable from Shanghai, on the 23rd. instant, stated that No. 30 yarn had dropped one-tael per bale. The Canton cotton yarn market is very dull and quotations dropped sharply by nearly 810 per bale. However owing to the stocks of fine yarn being low at Canton prices were maintained.

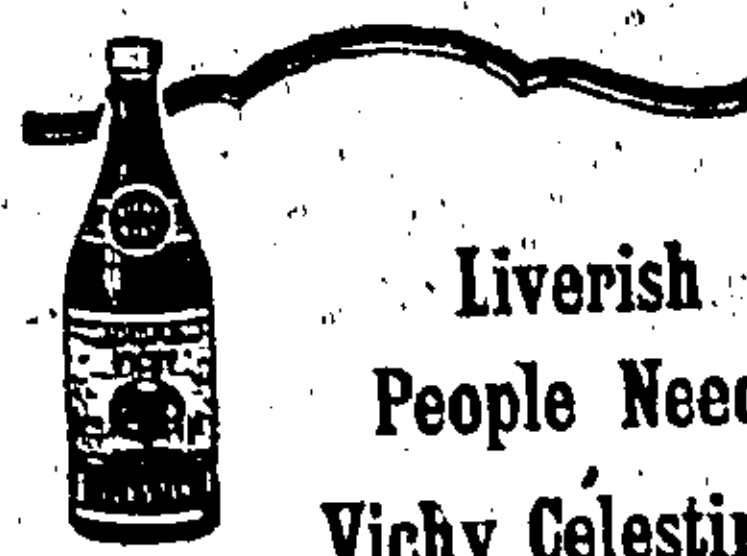
Quotations for cotton yarn in Sunday's market were as follow:—

	Per Bale.
No. 42 Five Sons	\$5.46
Fui Hee	5.10
Butterfly	5.18
No. 32 Pine Deer	4.61
Tin Koon	4.58
Double Horse	4.48
No. 20 City of Gold	3.84
Globe	3.17
Good Harvest	3.15
Double Horse	3.15
Tin Koon	3.10
Double Elephant	3.12
Tram Car	3.14
Man-clock	3.03
Shepherd	3.03
Three Star	2.98
No. 18 Globe	2.96
Fui Kwai	2.96
Man-clock	2.96
No. 12 City of Gold	2.89
Peacock	2.87
Fui Kwai	2.82
Tram Car	2.73
Aeroplane	2.64
Pretty Damsel	2.64
No. 10 Sailing Vessel	2.60
City of Gold	2.65
Peacock	2.53
Lotus Beg	2.14
No. 8 Lion No. 2	1.94

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	December 24th, 1928.
H.K. Banks	\$1,305 buy, 1,315 sa.
Do. London	\$240 nom.
Chartered Bank	\$22 buy.
Mercantile Banks, A. & B.	\$234 nom.
Do. O. 214 nom.	
P. & O. Banks	\$24 nom.
East Asia Banks	\$24 buy.
Canton Insurance	\$265 buy, 675 sel.
Union Insurance	\$365 buy.
North China Ins.	Tls. 180 buy.
Shanghai Insurance	\$240 nom.
China Fire Insurance	\$240 nom.
Hong Kong Fire Ins.	\$780 sel.
Donghai	\$384 nom.
H.K. Steamboats	\$29 buy, 29 sel.
H.K. Tugs	\$1 nom.
Indo-China (Pref.)	\$45 buy.
Do. (Def.)	\$72 buy.
Shanghai	\$118 nom.
Union Waterworks	\$24 buy.
Benguet	\$24 nom.
Kailan Mining Admin.	\$73 buy.
Langkatas (combined)	Tls. 10 nom.
Do. (single)	Tls. 4 nom.
S'hai Explorations	Tls. 2.90 nom.
Shanghai Loans	Tls. 3 buy.
Rauhe	\$5 buy.
French Mines	\$170 nom.
H.K. & W. Wharves	\$184 sel.
H.K. & W. Docks	\$374 buy.
China Providents	\$35 buy.
Hongkwa	Tls. 156 buy.
New Engineering	Tls. 52 nom.
Shanghai Docks	Tls. 105 buy.
Ewo Cottons	Tls. 18.15 nom.
Oriental Cottons	Tls. 22 sel.
S'hai Cottons (old)	Tls. 60 buy.
Do. (new)	Tls. 32 buy.
H.K. & S. Hotels	\$920 buy.
H.K. Lands	\$84 buy, 84 sa.
Shanghai Lands	Tls. 163 buy.
Humphreys Estates	\$14.80 buy, 15 sel.
H.K. Realities	\$84 nom.
H.K. Tramways	\$212 sel.
Peak Tram (old)	\$13 sel.
Do. (new)	\$30 nom.
Star Ferries	\$64 nom.
China Lights (old)	\$12 nom.
Do. (new)	\$11.90 sa.
Do. (1928 Issue)	\$11.80 sel.
H.K. Electric (old)	\$53 buy.
Do. (new)	\$51 buy.
Macao Electric	\$26 buy.
Telephones (old)	\$6.20 buy.
Do. (new)	\$6.10 buy.
China Buses	\$12.14 buy.
Singapore Traction	\$12/ nom.
Do. (Pref.)	\$17.6 buy, 18/3 sel.
China Sugars	\$90 cie. nom.
Malayan Sugars	\$234 buy.
Canton Ice	\$34 nom.
Cementa (combined)	\$19 buy, 92 sel.
Do. (old)	\$7.80 nom.
Do. (new)	\$11 sel.
H.K. Bopes (old)	\$7.50 nom.
Do. (new)	\$7.55 sel.
United Asbestos	\$5 nom.
Dairy Farms	\$21 buy.
Watsons	\$184 nom.
Der A Wings	\$80 cie. buy.
Lane Crawfords	\$3.05 nom.
Macintosh	\$20 nom.
Sincere	\$84 buy.
Wm. Powells	\$236 buy.
H.K. Amusement	\$284 sel.
H.K. Constructions	\$14 nom.
B'que Indus. G. & B.	\$84 buy.
H.K. Govt. Loans	5% prem. sel.
buy—buyers; sel—sellers; sa—sales; nom.—nominal.	



Liverish
People Need
Vichy Celestins

VICHY-CELESTINS is a natural orderly which helps the liver to function normally. Its gently stimulating effect is welcomed in all cases of sluggishness. It clears the blood-stream from all impurities.

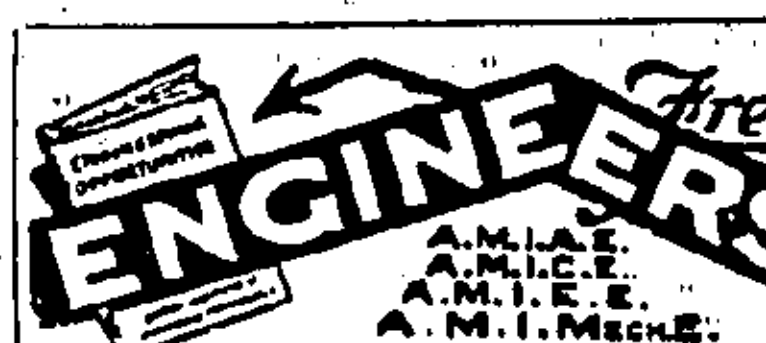
Vichy-Celestins is very pleasant to the taste, and may be taken at meals either alone or mixed with light wines or spirits.

The French Natural Mineral Water.

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Sole Agents:
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ALL THE NEWS FROM HOME
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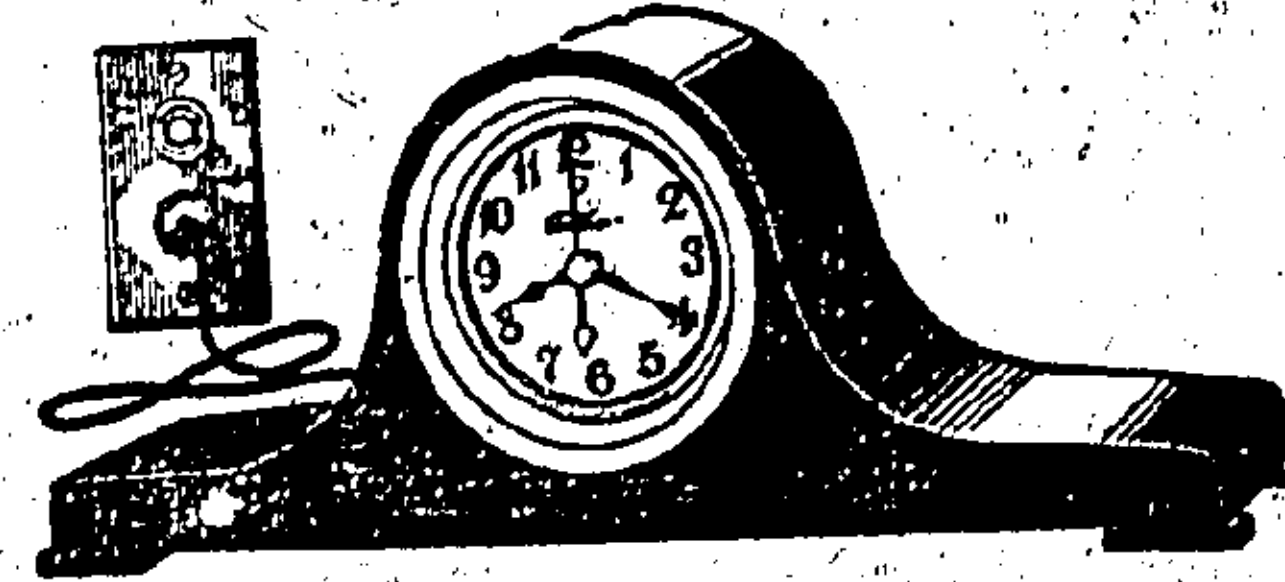
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Absolutely accurate Time-ball Time can be had in every home using electric light by just connecting up a Telechron Electric Timekeeper with the nearest light socket.

The Telechron costs no more than any good spring-wound clock, and the charge for current is less than would be spent in repairing and cleaning.

The Telechron Electric Timekeepers look like any other clock of good quality, and nothing could be more attractive, or would be more greatly appreciated, as a gift.

You are
invited to
inspect it
to-day
at



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67, Des Voeux Road.

Hong Kong Electric Co.,—Showrooms,
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General Electric Co. of China,
Queen's Building.

[A.P. 2]

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LOCOS.**

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DODWELL & CO., LTD., Agents, Hong Kong.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

SOLE AGENTS:
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Aspirin counterfeits on the market. It is the test of good and
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Headache, Toothache, Rheumatism, Pains in
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Pain, should take only the genuine "Bayer" Tablets of Aspirin
with the Bayer Cross.
The best proof of their excellence is their distribution
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The Bayer logo, consisting of a circle with the word "BAYER" inside, where the "A" is split vertically.

Rugby, Dec. 23rd	
Paris	124.03
Brussels	124.874
Amsterdam	12.08
Berlin	20.30
Copenhagen	18.18
Vienna	34.463
Helsingfors	12.23
Lisbon	10.94
Bucharest	6.993
Buenos Aires	47.5/10
Shanghai	1.102
Tokyo	1.102
New York	4.85/13
Geneva	25.163
Milan	92.65
Stockholm	18.11
Oslo	18.18
Prague	16.32
Madrid	29.751
Athens	37.93
Rio	6.7
Bombay	1/63/3
Hong Kong	2/04
Singapore	28.5/12
Calcutta (spot)	36.7/78

First Statements.

"I have, however, formed
84 irresistible conclusion that
damning statements at first
6 by the accused cannot be expli
6 continued in next volume

[713]

AT THE
QUEEN'S
TO-DAY & TO-MORROW
At 2.30, 5.10, 7.15 & 9.20.

AT THE **WORLD** TO-DAY & TO-MORROW
Orchestra 5.15 & 9.20, Interpreter 2.30 & 7.

AT THE STAR TO-DAY & TO-MORROW
Continuous 2.30 to 11.15.

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—Smart, correct, and perfect in fitting—embody those same qualities of comfort, durability and strength, which for over a century have maintained the name of Henry Heath in the forefront as Men's Hatters.



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MEN'S WEAR SPECIALISTS
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The use of black currant juice is one of the good old-fashioned remedies for the voice. The Allenburys' Glycerine and Black Currant Pastille is the modern way of using this invaluable and time-honoured remedy. These pastilles have a delicious flavour and may be taken freely without causing any harmful effect.

YOUR CHEMIST STOCKS THEM
Packed in distinctive tin boxes containing 4 oz. & 1 lb.

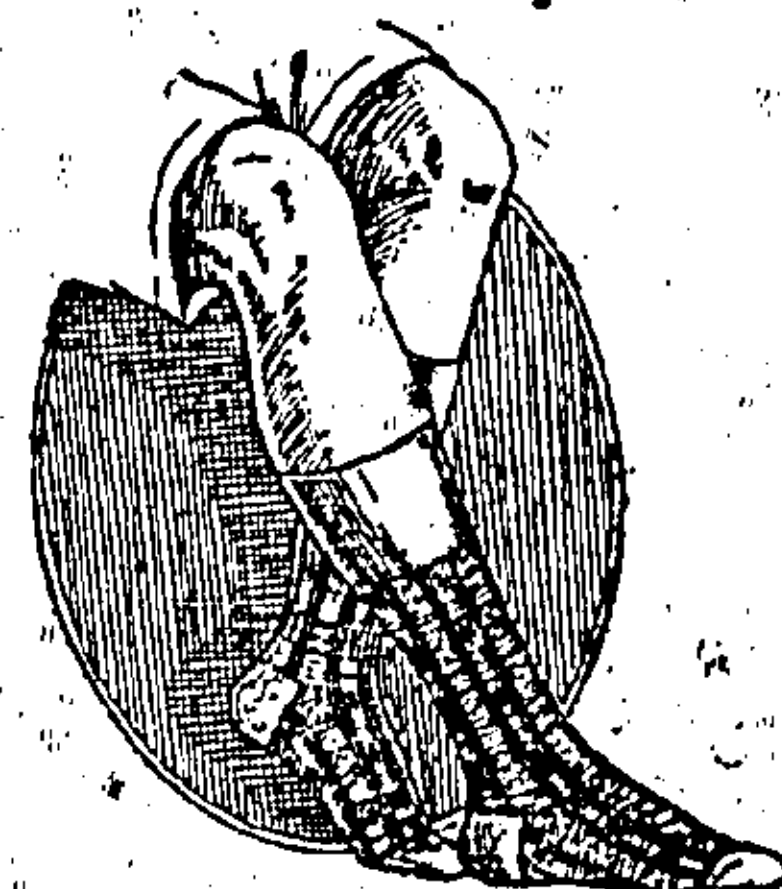
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Glycerine & Black Currant

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The newest designs in all Wool, Silk, and Art Silk and Wool, etc., etc.

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A beautiful range of Pure Silk Handkerchiefs in all the newest designs.

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CHINA LIGHT AND POWER CO., LTD.

SECURE NEW CONTRACT FROM GOVERNMENT.

ELECTRICITY FOR NEW TERRITORIES.

That the China Light and Power Co., Limited, was on the eve of closing an agreement with the Government for the supply of electricity to the New Territories, was revealed yesterday morning at the annual general meeting of the Company. It was also announced that the Company had had a most successful year's work, and that profits were on the increase.

Mr. R. G. Shewan, Chairman of the Board of Directors, presided at the meeting. Supporting him were: Mr. J. H. Taggart, Mr. C. A. da Rosa, Mr. A. H. White, Mr. A. H. Compton, Mr. J. P. Braga, and Sir Robert Ho Tung (Director). Mr. A. A. Botelho, Mr. Tee Tan Tai, Mr. A. L. Shields, Mr. Tang Hung Ka, Mr. H. Dreyer, Mr. John Dick, Captain C. B. Riggs (shareholders), Mr. C. Stradford (Works Manager) and Mr. N. Braga (Secretary).

CHAIRMAN'S SPEECH.

In addressing the shareholders present, Mr. Shewan said: "The net amounts, after payment of the interim dividend amounting to \$140,781.95 and including \$37,843.39 brought forward from last year, available for distribution is \$199,262.22, which we recommend be appropriated as follows:—To pay a final dividend of 5 per cent, making 10 per cent for the year, \$141,635; and carry forward to next year's account, \$57,577.32. The Working Account shows a gross profit of \$330,941.25 against \$478,688.41 last year, an increase of over 10 per cent. Units sold during the year have risen by 11 per cent."

Distribution System.

The expenditure has been heavy owing chiefly to the large amount of renewals to verandah mains, etc., which were in a faulty condition, and to the extension of our underground system; but the demand from the area under supply continues to grow, and will necessitate further expenditure in the current year to satisfy consumers' requirements.

Change Of Voltage.

This work is proceeding rapidly, and about 30 per cent. of the Tsing Tsai area is completed. In Yau-mai about 75 per cent. is finished, while at Kowloon City the area known as Kau Pui Shik has been changed over to the higher voltage. Several isolated places, including the North end of Kowloon Tong, have also been changed over, while over 900 fans and a large quantity of heating and cooking apparatus have been rewound. For the current year we estimate that capital expenditure on land and buildings, and on distribution, cables, and meter departments, will amount to some \$300,000, and we expect to expend a further \$50,000 in connection with the Change of Voltage.

The show room was finally closed at the end of February.

Consumers' Deposits.

After careful consideration, the Directors have decided to collect cash deposits from all new consumers, without exception, but interest at the rate of 4 per cent. per annum is allowed on all deposits of \$50 or over.

With reference to the item of "Typhoon damage on plant not covered by insurance, \$5,039.34," this covers damage to properties which the insurance companies do not accept for insurance.

Profitable Revenue.

Altogether, gentlemen, our prospects for the present year are good, and I may tell you that we are now on the eve of closing an agreement with the Hong Kong Government for the supply of electricity to the New Territories. We do not expect that this can prove a paying proposition right off, as the population of the New Territories is a negligible one, but we think that in time it will prove a profitable source of revenue.

There is nothing, I think, in the accounts before you that requires any further comment from me, and I therefore beg to propose the following resolution:—"That the Report and Accounts as presented to the Meeting be adopted and passed, and that a Final Dividend of 5 per cent. on the paid-up Capital of the Company be and is declared in respect of the financial year ended September 30th, 1928, and the undivided profits of the Company amounting to \$199,262.22, less such Final Dividend, be carried forward to Profit and Loss Account for the financial year 1928-1929."

Mr. A. H. Compton seconded, and the motion was carried unanimously.

Other Business.

On the proposal of Mr. A. Keith, seconded by Mr. Tang Hung Ka, Sir Robert Ho Tung and Mr. C. A. da Rosa were re-elected to the Board of Directors. Messrs. Lowe, Bingham & Matthews, and Messrs. Linstead & Davis were re-elected auditors of the Company. Capt. C. B. Riggs, Mr. C. Stradford, and Mr. N. Braga were re-elected to the Board of Directors.

KOWLOON TRAFFIC CASES.

ROYAL ARTILLERY OFFICER FINED.

A MOTOR-CYCLE ON THE FOOTPATH.

Captain Le Gros, R.A., was summoned before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon for driving private car No. 2303 in Nathan Road on November 23rd at 6.30 p.m., without an appropriate license, and for not having a driving license of his own. Captain Le Gros pleaded guilty and said that he had overlooked the matter as the Military authorities usually had such licenses attended to. The defendant explained that when in Singapore, it was a practice to pay a certain sum to the Military Authorities, which would include all licenses.

The Magistrate remarked that he had before him quite a number of similar summonses against other military officers; and imposed a fine of \$5 on each offence as a warning to the others.

DRIVING ON THE FOOTPATH.

Mr. Hin Shing Lo appeared on behalf of a Chinese motor-cyclist, Yuen Heung Chung, who was summoned for driving his motor-cycle in a dangerous manner in Nathan Road on November 5th. Mr. Lo remarked to his Worship that the case had been adjourned *sine die*, owing to the absence of the defendant who was in Macao. The defendant had now returned and wished to plead guilty.

The defendant was also summoned for not having two independent and efficient brakes on his cycle.

Sub-Inspector Nicol informed the Magistrate that on November 5th he was standing outside the main gate of the Kowloon Motor Bus Co. in Nathan Road when the defendant passed at a speed of 25 m.p.h. Nearing Chan Tong Street, the defendant rode his cycle on the footpath for a distance of about 30 yards. Witness examined the defendant's cycle and found that it had only one brake—a rear wheel brake in good condition. There was no front brake.

The Magistrate informed Mr. Lo that he would dismiss the summons for not having an efficient front brake, but would impose a fine of \$25 for reckless driving.

Mr. Lo asked if the fine could be reduced. The defendant had only mounted the footpath with the intention of entering his timber-yard a little distance away, and took a short cut.

The Magistrate declined to reduce the fine and remarked that the fine could be considered a lenient one for a summons for reckless driving. The defendant should not drive on the footpath under any circumstances whether the entrance to his timber yard was nearby or not.

NO MOTOR-CYCLE LICENSE

A fine of \$5 was imposed on Mr. W. R. Hawke for driving his cycle without a license in Nathan Road. The defendant did not appear in Court but a solicitor, yesterday morning appeared on his behalf and pleaded guilty. The Magistrate registered a conviction and remarked that he was ready to accept the plea put forward by his representative.

A CHRISTMAS CONCERT.

GIVEN BY THE MUN SANG COLLEGE.

A Christmas Concert was held at the New Kowloon Theatre, Kowloon City yesterday afternoon by the Mun Sang College. The Theatre was filled with students, parents and friends. The programme was entirely arranged by the students and included Christmas carols and songs. Displays of "first aid" were given by the Boy Scouts of the College, while other items were: Juggling, Sword Play, Fire Ball Dancing, and violin solos.

A short sketch entitled "School" was given by the Primary School, and a three act play entitled "Glory to the Lord" was very well acted by the College Dramatic Club. Items of the programme were in both English and Chinese.



For every guest...
his music
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instrument

EVERY one that visits your home likes music of some kind—songs, marches, tingling fox-trots, mighty symphonies. With this wonderful instrument you can give them the entertainment they most enjoy. Drop in—now—and hear it play!

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ARMED GUARDS IN BRITISH SHIPS.

PIRACY PROBLEM DISCUSSED IN PARLIAMENT.

FOREIGN UNDER SECRETARY'S STATEMENT.

Replying to Sir Basil Peto in the House of Commons with reference to the recent attacks by Chinese pirates on British ships, the Under-Secretary for Foreign Affairs said it was not clear that an increased number of gunboats would be a certain cure for the evil, but the generals commanding various areas had been authorized to provide military guards in steamers on certain routes, and arrangements had been initiated for putting armed naval guards aboard ships on the Lower and Middle Yangtze.

"There was no evidence that piracy was on the increase—in fact, it showed some improvement as compared with previous years."

The Foreign Under-Secretary made the following statement on the recent attacks:—

On September 28th the British steamship *Anking*, en route from Singapore, was attacked by pirates, who had come on board as passengers. The captain was wounded, and two British officers and one Chinese quartermaster were killed. The ship was taken by the pirates to Hong-Hoi Bay, east of Bias Bay.

On November 3rd the British steamship *Shanai* was similarly seized by pirates on the Yangtze, about 11 miles below Hankow. One Chinese member of the crew was killed and one wounded, and an American passenger was seriously wounded. The pirates confined themselves to looting the personal effects of passengers, officers, and crew.

Naval And Military Guards.

As a result of the *Anking* piracy, the General Officers Commanding Shanghai and Hong Kong were authorized to provide military guards in steamers on the Hong Kong, Amoy, Swatow, and Singapore routes. Similar authority had previously been given to the General Officer Commanding Malaya.

In addition to the normal patrolling by His Majesty's ships on the main steamer routes and the known centres of piracy in China, on November 10th arrangements were initiated for putting armed naval guards in British steamers on the Lower and Middle Yangtze.

It is not clear that an increased number of gunboats would be a certain cure for this evil, and the naval Commander-in-Chief has not to date recommended any such increase.

Representing us to the need of taking effective action against the pirates' lairs are constantly made to the various Chinese authorities concerned.

His Majesty's Consul-General at Canton reports that the authorities there have shown some activity in dealing with the base at Bias Bay, and killed a number of pirates and released some of their prisoners. From the subsequent case of the steamship *Anking*, it appears that their action has been only partially effective and may have simply resulted in the pirates moving their base to Hong-Hoi Bay.

PEARLS.

Komor and Komor's

ANNUAL EXHIBITION IS CLOSING

ON

SATURDAY, the 29th.

Thanking the Public for Their past Patronage Mr. Kodaka invites all who have not yet seen his Pearls and Pearl Jewellery to inspect his Remarkable Collection Before he Leaves for Japan.

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WURM'S STOMACH DOCTOR

The Best Bitter for the Stomach.

Best Remedy for Poor Appetite, Deficient

Digestion and Disorderly Stomach.

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effective and may have simply resulted in the pirates moving their base to Hong-Hoi Bay.

His Majesty's Consul-General at Hankow reports that the Chinese authorities there have made a great many arrests of persons suspected of having taken part in the piracy of the steamship *Shanai*, and that they appear to be dealing with the matter energetically.

Question Of Compensation.

Compensation has in the past been paid by the Government of Hong Kong in the case of the death or injury of officers of British ships as the result of resistance to piratical attacks, but now that the piracy regulations, which imposed on ship-owners certain duties in connection with the prevention of piracy, have been abolished in accordance with their wish so as to leave them a free hand to take their own measures, it seems likely that the Hong Kong Government will consider that the responsibility for compensating the families of the officers should also be theirs.

CHINESE BANKERS WANT SECURITY.

PEKING.

Chinese bankers claim that they have as much right as "foreigners" to security for the loans which they make to the Chinese Government. The Chinese Bankers' Association, meeting here, framed a petition to the Nanking Government asking that finances be reorganized so that obligations to Chinese be considered at least equal to foreign obligations. The bankers want their loans to be secured upon the Maritime Customs so far as possible, just as the most substantial foreign loans have been.

Customs revenues, however, are not enough to care for all loans, and if China wants any foreign credit at all, she must protect the loans which have been guaranteed by previous governments.—United Press.

A VERY BUSY CHRISTMAS.**SHOPS CROWDED BY SHOPPERS.**

An air of peace, very foreign to the hustle of the last few days reigned in the shopping centre today. Most of the shops kept open until 6 or 6.30 p.m. during the week before Christmas, and yesterday being Christmas Eve they were especially busy. Perhaps the very warm weather which we have been enjoying has made people more dilatory than usual about buying their Christmas gifts, but however that may be there can be few shops in Hong Kong, among those at all events which cater for Europeans, which were not more than satisfied with the business done yesterday.

The shops themselves were all gaily decorated and their windows offered a tempting display. Christmas is above all the children's festival and every sort of toy had been gathered from over the seas for their delight. Many small citizens were taken shop gazing as a special treat, and very much they enjoyed it.

From that our representative was told it would appear probable that very many Hong Kong ladies will have been charmed this morning by one or more of the "fancy articles"; bags, flowers, boxes, powder puffs, etc., of which the shop windows have been so full of late. It appears that the sale of these things have exceeded all expectations, and many frantic cables were sent off for further consignments when the business houses saw how the wind was blowing a few weeks ago.

LEGISLATIVE COUNCIL FINANCE COMMITTEE.**\$35,000 SUPPLEMENTARY ESTIMATES.****COST OF CARVALHO CASE.**

Supplementary items totalling \$56,734 will be presented by H.E. The Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) to a meeting of the Finance Committee of the Legislative Council to be held on Thursday.

Provision is made for several of the Government Officers, including Mr. T. H. King, Director of Criminal Investigation, to take courses in England whilst on leave. A further sum of \$800 is asked for medical treatment for Lance-Sergeant McMahon. It will be remembered that L.S. McMahon was dangerously wounded by a gang of gunmen at West Point, when several gallant police officers, Indian and Chinese, were killed.

The Carvalho Yeo case is reflected in a request for \$10,000, legal expenses.

Short Wave Transmitter.
The P.W.D. ask for an extra \$6,300 for a Short Wave Transmitter. When the short wave transmitter was ordered from the Crown Agents they reported that Messrs. Marconi quoted £1,120 for a complete set and that their consulting engineer recommended acceptance. The order was placed accordingly. The total cost including freight is not yet known but is not expected to exceed £14,000.

CHINESE MILLIONAIRE'S ESTATE.**PROBATE GRANTED TO SON.**

The Supreme Court has granted probate to Chan Kam Yung in respect of the estate of Chan Shik Shan, late of No. 33, Connaught Road Central.

It will be remembered that the late Mr. Chan Shik Shan died on December 16th, 1924, leaving estate in the Colony to the value of \$2,087,300. On May 28th, 1925, probate was granted to Chan Leung Shi, widow, and Chan Ho Shi, concubine, and Mr. M. K. Lo, of Messrs. Lo and Lo. The reservation was then made that a like grant would be made to deceased's four sons and one other on their attaining majority. This probate has now been granted to Chan Kam Yung, one of deceased's four sons and the estate which still has to be administered amounts to \$917,412.38. Bequests made in the will were all of a family nature.

CHINA'S FACTORY ACT.**"TO REVOLUTIONIZE CONDITIONS."****8-HOUR DAY AND PROFIT-SHARING.**

PEKING.

A factory law which will completely revolutionize industry and work conditions in China, and which will give the workers 45 per cent. of the profits of any concern under Government supervision, has been promulgated by the Ministry of Industry, Commerce and Labour of the Nanking Government.

This document, if it is approved by the state council, and if any genuine attempt is made to enforce it, would turn China into a socialist state, according to foreign experts who have analyzed it. With conditions as they are in China, it is asserted that enforcement of the law would mean the destruction of the small beginnings of modern industry in this country.

Some of the foreign-language newspapers in China declare that the law is merely intended as a weapon against foreign factory owners, and to serve as an excuse for the abolition of extraterritorial privileges, claiming that Chinese leaders will say, "We have this humane law, but cannot enforce it because we do not control foreign factories in the treaty ports."

Much surprise has been caused by the fact that Mr. H. H. Kung, Minister of Industry, Commerce and Labour, and himself a banker, has approved this law, which would completely revolutionize industry in China.

Division Of Profits.

Perhaps the most striking feature of the new law is the profit-sharing section, providing explicitly that 10 per cent. of the profits go to the management and directors, 45 per cent. to the shareholders, and the other 45 per cent. to the workers. Another startling feature, so far as China is concerned, is that prohibiting all child labour under 14 years of either sex. At the present time, a large part of factory labour is done by children, and efforts in treaty ports to enforce a modified prohibition of child labour have been a failure, chiefly on account of Chinese opposition. It is agreed by economists that Chinese children will have to work until such time as the standard of living is raised to the point where the parents can afford to support them.

The new factory law provides for very close government supervision of factories—a type of paternalism. A list of eight causes are given for which an employer may discharge an employee, and it is stipulated that if the Government is not satisfied that one of these causes has obtained, the discharge will not be permitted.

An eight-hour day is provided under the law, in spite of the fact that the average working day in Chinese factories at present is about eleven hours, and sometimes thirteen. Women and children are forbidden to work at night, which would be another revolutionary change in present working conditions.

Advanced Thought.

The law is worked out in detail, divided into sixteen chapters, each concerning a separate of factory control. Many portions of the law are entirely sound, experts agree, and represent the most advanced thought in the West. It is not believed possible, however, to enforce such provisions as the eight-hour day and complete prohibition of child labour in China under present economic conditions. Those who have studied the matter declare that the Chinese worker is far less efficient than the Western factory workers, and that he prefers to work long hours and in more leisurely fashion. Foreign factory managers here declare that it would be entirely impossible to operate a factory profitably under the new law in China.

M. Albert Thomas, the head of the International Labour Bureau of the League of Nations, who visited China recently, was shown the draft of the new law, and praised it highly. He was non-committal, however, as to whether it could be enforced.

TAIKOO AMAH'S COMPLAINT.**ALLEGED ATTEMPTED ROBBERY.****TWO MEN CHARGED.**

An amah employed by Mr. N. Drummond, of the Taikoo Sugar Refinery, was the complainant before Mr. R. E. Lindell at the Central Magistracy yesterday in a charge of attempted robbery brought against two Chinese. The defendants pleaded not guilty, and also not guilty to a further count of trespassing at No. 2, Quarry Point.

The evidence was to the effect that the woman was ironing clothes in the servants' quarters of the house on Saturday morning when the two men suddenly entered and seized the woman by the throat. A hand was pressed to her mouth and she was thrown to the ground. One of the men proceeded to search the woman, but she struggled and got her mouth free and then raised the alarm, whereupon the men bolted without stealing anything.

While the men were running away pursued by the woman, an Indian constable standing near the gates of the refinery made the men halt by threatening to fire on them with his revolver. On searching the men nothing incriminating was found on them, but the second defendant's jacket had a blood stain. The constable also found blood stains in the room where the alleged struggle took place.

During the evidence of the amah, his Worship remarked that he could not understand why she should be picked out for the attack unless they knew that she had money.

The woman replied that the servants in the neighbourhood gossiped about her saying that she had not visited her country for many years and led a frugal life, so that she must have saved a lot of money. She suggested that the defendants may have overheard this talk.

The case was adjourned until Saturday morning.

FINE OF \$9,000.**OPIUM CONCEALED IN A BOAT.**

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, an elderly Chinese was charged with possession of 103 taels of illicit opium on board a fishing boat anchored in the Yaumati typhoon shelter.

The defendant denied ownership of the opium and said that he was merely paid 20 cents a day to take care of the boat.

Chief Preventive Officer S. J. Clarke gave evidence of the discovery of the contraband concealed in the bows of the boat. The defendant was the only person on board and the man in whose name the boat was registered could not be found. On searching the defendant a sum of \$52 was found on him.

His Worship remarked that it was a large sum of money for a man like the defendant to have in his possession. A fine of \$9,000 was imposed, the alternative being six months' hard labour.

JAPANESE MILLIONAIRE'S WHIM.**COPY OF "FOUR BOOKS OF CHINA" ORDERED.**

PEKING, Dec. 24th.

During the period of anti-Japanese agitation in China, a Japanese millionaire has agreed to provide employment which will keep 1,000 scholars in Peking from dire poverty, for the next several months, at least. The scholars will be employed making a copy of the "Four Books of China," the massive encyclopedia gathered during the reign of Chien Lung, greatest of Manchu Emperors.

It is declared that only four of these books are extant, two in Peking, one in Nanking and one in Soochow. The volumes, divided into many parts, fill several large rooms. The Japanese connoisseur who has ordered the copy is said to have paid \$5,000 gold in advance to pay the copyists.

This task is one of many projects for providing employment for needy persons in Peking, instituted by the Chinese Bureau of Social Welfare. Although thousands of former politicians and government clerks have recently been sent home from Peking, there are still other thousands in need of work.

EUGENE O'NEILL IN MANILA.**STRANGE INTERLUDE IN REAL LIFE.****"LET ME BE O'BRIEN."**

MANILA, December 22nd.

Eugene O'Neill, author of "Strange Interlude," found his brief stay in Manila one of the strangest interludes on record.

He came in on the *Coblenz* with every precaution against being taken for himself; he went out after making every possible effort to prove that he was himself.

Luckily for American newspaper correspondents in Manila, he succeeded in this latter effort to everybody's satisfaction.

Because O'Neill didn't want notoriety and the social attention which his position in the American dramatic world assures him everywhere he is known, he sailed into port under the name of O'Brien. Not as in some quarters reported, "the Rev." O'Brien, but a plain simple O'Brien with no remote relationship to any O'Neill alive.

If one didn't believe it, he could ask the ship's officers. They were willing to swear to the authenticity of O'Brien.

But the newspaper boys who met the boat were convinced that O'Brien was O'Neill, and although disturbed health made the victim of all this attention desire most ardently that he be taken, or, rather, left alone—as O'Brien, cables and radios and Manila newspaper presses in due course received bits of information concerning O'Neill.

A few hours passed, and incoming cables and radio lines brought dismaying tidings. America had heard that the Manila O'Neill was not really O'Neill at all. From Shanghai came direct statement that O'Neill was still there. He was not to be seen, true, but that was because of his health.

Informed of this, O'Brien-O'Neill laughed long and heartily. "Well, why not let me be O'Brien?" queried he. "I came as O'Brien, I never asked anybody to make me O'Neill, in fact I don't choose to be O'Neill. Just tell the world I confessed I was really O'Brien after all!"

But there were important reasons why not, chiefly the reputations of the Manila correspondents, who had sent out the O'Neill interviews.

A Good Sport.

And, O'Brien being a good sport, he proved himself O'Neill.

This he did by display of letters, of an account book showing cash received for his play "Anna Christie," of his brief-case stamped Eugene O'Neill, by writing an unmistakable O'Neill autograph, and finally by getting his passport from the purser and showing it with all its State Department trimmings.

Even the ship's officer admitted it was all just a wonderful joke. Everybody was satisfied and everybody was happy, with the possible exception of Mr. O'Neill himself.

"It was lots better being just plain O'Brien," said he wistfully.

THOUSAND POISON CASES.**WHAT THE LEAGUE SEEKS TO COUNTER.**

The work of the League of Nations with regard to the control of the traffic in dangerous drugs, the prevention of the spread of typhus over Europe, and in connection with the traffic in women and children were emphasized in a illustrated lecture by Mr. Raymond R. Butler, of Plymouth Technical College, at the Central Hall Devonport.

The peace pact would have been an impossibility, he said, had the foundations not been already laid by the united efforts of those who had built the League of Nations. However imperfectly the League might at times work, nothing stood in the way of peace between the nations except the uncontrolled passions of mankind.

Mr. Butler said that since 1918 the nations had manufactured more than one thousand new poison gases, some of them such as diphenyl-cyanarsene—so deadly that one part in fifty million of air constituted a fatal atmosphere. These substances could be dropped on comparatively defenceless cities, such as Plymouth, with ease, and in the recent aerial manoeuvres over London the raiding squadrons claimed to have dropped bombs on the Air Ministry itself within an hour of the opening of hostilities.

These poisons could be made from the same sources from which our perfumes, medicines, dyes, and artificial silks are produced, and for that reason disarmament was by no means a simple thing.

DEN OF SPANISH SMUGGLERS.**TOBACCO RUNNING GANG SMARTLY CAUGHT.****FALSE PANEL IN SHIP.**

LIVERPOOL.

Preventive officers succeeded in breaking-up at Liverpool Docks what they described as a den of Spanish tobacco smugglers trading as a syndicate.

The men were all engaged as stewards on a South American line, and had displayed considerable ingenuity in rearranging some of the woodwork of the ship to conceal scores of packets of foreign tobacco to avoid paying Customs duties.

Boarding the liner on her arrival in Canada Dock, preventive officers searched the crew's quarters without finding dutiable goods. On entering the canteen on the after-deck, which was unlocked by the third-class chief steward, one officer became suspicious of a portion of beading supporting a shelf on a wooden side wall.

Taking it down he found that the wainscoting had been cut, and, after several efforts, he was able to lift away a considerable portion of the lining of the room.

In a cavity between the wainscoting and the bulkhead he discovered thirty packages of tobacco, weighing 24½ lbs. The secret hiding-place had been cut by a keyhole saw, disguised with beading and repainted.

Five parcels of similar tobacco, 47½ lbs. in weight, were also found concealed in a ventilator in the third-class dining saloon. The removal of a grid led to this discovery.

Four Spaniards engaged in the catering department of the vessel, including the third-class chief steward, were arrested for concealing the tobacco with intent to avoid paying duty, and when brought before the magistrates to-day they all pleaded that they intended to take the tobacco to Spain and not landed it in this country.

The magistrates asked whether, if they had declared possession of the tobacco and revealed their intention, it would have been recorded against them to enable somebody to meet them in Spain. The Customs officer promptly replied, "We do not disclose anything to other nations."

The chief steward was fined £35 17s. 10d., and each of the other stewards £9 18s. 6d., no time for payment being allowed.

"NAVAL MUSIC."**MOST OF IT FROM MUSIC HALLS.****THE SEA SHANTY.**

It is a curious fact that in this great maritime country the public should have such a very vague knowledge of naval music. Anything sung by a comedian in fitting attire—such as "Jack's the Boy For Work," from "The Gelabra," or "I Went to Sea as a Bold A.B.," from "A Country Girl"—is accepted as a naval song. Possibly it is not altogether easy to differentiate between naval songs and songs about the Navy. Dicken wrote many songs about the Navy, but none which strictly can be called a naval song. On the other hand, Stephen Adams, in "Nancy Lee," produced a song about the Navy which has become very much a naval song by virtue of being used as a second march past. Similarly although Henry Russell's, "A Life On the Ocean Wave" has not a single reference to the Navy in the whole of its lines, it has become strictly naval by being the march past of the Royal Marines.

Sea Shanty And The Merchant Service.

With the disappearance of the sailing ship the sea shanty has become extraordinarily popular. In the days when the shanty was being sung at the windlass handspike, the capstan bar, or sheets and halliards, few outside of the Merchant Service had ever heard of it. Nowadays people who could not for the life of them tell the difference between a Jackass barque and a billycock can run through a wide range of shanties. Many of them are under the impression that these are old naval songs. Of course, they are nothing of the kind. There never was any singing to lighten work in the battleship or the frigate. Dana, in "Two Years Before the Mast," says that a song is as good as ten men, but, as the ten men were always available in the Navy, the singing was dispensed with. Certain national ballads have indeed been adopted by the Navy, but probably very much more on account of their melodies than because of their words, which are usually either very sentimental or technically ridiculous. "Rolling Home"—which has a fine plaintive rhythm and good vigorous verse—was no doubt chosen as the homeward bound air of the Navy because of its very appropriate title. There are few surer ways of annoying the naval man than by suggesting that such songs as "Every Nice Girl Loves a Sailor" or "It is the Navy, the British Navy," are really naval songs—*Naval and Military Record*.

\$55.00**OVERCOATS OF OUTSTANDING MERIT.**

Never before have we offered such marvellous value at \$55.00. Stocked in Grey, Fawn and Brown Tweeds with check backs, also Navy and Grey Naps and Fancy Scotch and English Home-spuns.

A good assortment of cloths also in stock in all weights, from which we make to order in 24 hours.

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UNRULY CROWDS IN SHANGHAI.

GROUND RUSHED AT FOOT-BALL MATCH.
MANY INJURED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Dec. 23rd.
An ugly incident marred the soccer match between the Shanghai "Reas" and Loh Hwa, the strongest local Chinese eleven, at the Stadium this afternoon.
An hour before play, a crowd estimated at 25,000—a record for Shanghai—packed the stands to their capacity, and the gates were closed. A large number, though refused admittance, did not go away and the Stadium officials summoned the police as the crowd were in an angry mood.
When the Loh Hwa team arrived, the crowd stormed the gates, and in the crush two Chinese women were seriously hurt and about 30 to 50 people altogether were slightly injured.
Finding themselves locked out, a section of the crowd tore down the bamboo fence at the back of the Stadium and streamed on to the field.
The match eventually began, ending without either side scoring.
No foreigners were injured, though a number helped to rescue children from being crushed.

DEFEAT OF LI HSIN.

(Hah Tse Tai Pao).

SHANGHAI, Dec. 24th.
General Chow Hsi Cheng's representative at Nanking has received a report from Kweichow to the effect that the "reactionary forces" led by General Li Hsin against the Nationalist troops at Kweichow under General Chow Hsi Cheng have suffered defeat in a series of desperate encounters. As a result General Chow's troops have captured a great quantity of ammunition and a large number of the enemy troops.

THE FRENCH TARIFF AGREEMENT.

(Hah Tse Tai Pao).

SHANGHAI, Dec. 24th.
M. Martel, the French Minister, after signing the Sino-French Tariff Agreement, has left Shanghai for Peking where he will take a train to Peking.

MOVEMENTS OF NAVAL VESSELS.

H.M.S. *Berwick*, due to leave Hong Kong on January 10th for Shanghai, will not sail until January 12th, according to the amended programme. She will call at Santu Inlet and Nimrod Sound on the journey north.
H.M.S. *Sterling* and H.M.S. *Stormcloud* arrived in Hong Kong on Sunday from Shanghai.
H.M.S. *Kent*, the flagship, arrived at Sandakan from Hong Kong yesterday.

INDIA'S POLITICAL STATUS.

A SELF-GOVERNING DOMINION.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Dec. 23rd.
The All Parties Convention, presided over by Mr. Ansari, has adopted, without opposition, a resolution in favour of India's constitutional position being that of Self-Governing Dominion status, like Australia and South Africa.

RIVALRY IN SHIPPING LINES.

NEW YORK-HAVANA SERVICE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Dec. 23rd.
Following an announcement that the Cunard Line intends to put the steamer *Caronia* on the New York-Havana service, the United States Shipping Board has put the steamer *President Roosevelt* on the route.
The Ward Line has reduced passenger rates by 25 per cent.

SERIOUS REBELLION IN PERSIA.

DESERT WELLS POISONED.
REBELS CHASED BY PLANES.

[THROUGH REUTER'S AGENCY.]

BASRA, Dec. 23rd.
With the news of the rebellion in Afghanistan and the rumours of plotting against the Turkish Government filling the air, a serious development is reported in Persia, stories having reached Basra to the effect that rebellion has broken out on the large scale.
It is stated that the rebel tribes are led by Dost Mohammed, though the latest news seems to indicate that his attacks have been repulsed.
The Persian leader in Baluchistan states Persian loyal troops, and two aeroplanes from Kerman and Meshed are pursuing the rebel tribesmen across the Great Desert.
It is alleged that Dost Mohammed has poisoned all wells to a point one hundred and twenty miles south-east of Kerman.

EARTHQUAKE RUIN IN PHILIPPINES.

HAYOC OF TIDAL WAVE.

TOWN DESTROYED.

[THROUGH REUTER'S AGENCY.]

MANTILA, Dec. 24th.
The town of Cottabaton on the west coast of Mindano Island has been practically destroyed by an earthquake and tidal wave.
Four have hitherto been reported killed and 102 injured, while damage is estimated at \$250,000.

PEPING'S TEMPLE OF HEAVEN.

ANCIENT GROVE BEING CUT DOWN.

PEKING, Dec. 12th.
In spite of public protest, the destruction of the grove of century-old trees in the grounds of the Temple of Heaven in the Chinese city of Peking, is being rapidly accomplished. At least 200 of the finest of these trees have been cut down by Nationalist soldiers for firewood.

These trees, planted several hundred years ago to provide shade for Emperors who passed beneath their branches once each spring and again in the autumn to offer prayers to the One God, have escaped during previous military occupations. But the Nationalist soldiers are rapidly destroying the grove.

Soldiers also occupy many of the finest places in the Temple of Heaven enclosure, and the splendid buildings are rapidly deteriorating. It is reliably reported that several of the finest temples in the Western Hills near Peking have also been wantonly damaged by Nationalist soldiers during recent weeks, many stone images having been overturned and broken, "just for fun."—United Press.

EXCAVATIONS IN PALESTINE.

FINDS BY BRITISH ARCHEOLOGISTS.

LONDON.
Important discoveries are reported by the British School of Archaeology in Egypt, whose work has been concentrated on the Giza-Beersheba district. Six stratified towns at Giza were recently excavated, and great granaries of the Persian period were unearthed, overlying fortresses of Psammethichus and Shishak, and a settlement of Amariath.

Beth-phetet, "the house of escape," from which David drew half of his bodyguard, has been uncovered by members of the British School. It is considered the most important tell on the Egyptian frontier. It is 150 feet high, and only accessible from one side. The approach is guarded by a long brick wall dating from the reign of Ramesses III. Some fine silver work and a massive bronze couch, all of the time of Ahab, were found in the neighbourhood.

The workers expect to reach the lower levels of Beth-phetet during the coming season. Unusually important discoveries are hoped for, as Abraham and Isaac and their followers frequented the territory, and every conquering lord or tribe who passed between Egypt and Palestine held or disputed the garrisoned strongholds of Giza and Beth-phetet.—United Press.

ARCHBISHOP OF CANTERBURY.

REPORTS OF ILLNESS.
INFLAMMATION SUBSIDING.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 23rd.
The Archbishop of Canterbury is "suffering from an attack of internal inflammation, which will necessitate his remaining in bed for some days."
The above statement was issued after a consultation by Sir Hugh Rigby, the Archbishop's own doctor, this afternoon.
A later message states that the Archbishop has had some sleep and the pain has decreased. The inflammation, which is in the region of the liver, appears to be subsiding.

BARONET DISINHERITS SOCIALIST SON.

NO MENTION IN WILL OF SIR O. MOSLEY.

DERBY.

The name of Sir Oswald Mosley, the Socialist M.P., is not mentioned in the will of his father, which was filed in Derby.

The late Sir Oswald Mosley, Bt., who died in September, left an estate of £2,764.
He bequeathed to Mrs. McKie, his sister, all jewellery, personal ornaments, furniture and other household effects, to be distributed by her among his family in accordance with any instructions he might leave.

Secret Trusts.
He bequeathed £2,000 to his executors, Mrs. McKie, and Mr. William Woolley, solicitor, to be held on certain trusts, which are not disclosed.
The residue of his estate he left on trust for the benefit of his housekeeper, Mary Elizabeth Hipkin, "who has served me faithfully and looked after me in various illnesses for over sixteen years."

Lady Cynthia Mosley.
Sir Oswald Mosley, M.P.'s wife, Lady Cynthia Mosley, a daughter of the late Lord Curzon by his first wife, a daughter of Mr. Levi Z. Leiter, of Chicago, inherited more than £20,000 a year as her share of the Leiter millions. She was also left £20,000 a year in 1913 by her grandmother, Mrs. Mary Leiter.
Lord Curzon declared in his will: "I am not called upon to make any pecuniary provisions for my children by my first wife, because that has already been done by Mr. and Mrs. Leiter."

The late baronet in the course of a dispute with his son two years ago said: "More valuable help would be rendered to the country by my Socialist son and daughter-in-law if, instead of achieving cheap publicity about the relinquishing of titles, they would relinquish some of their wealth and so help to make easier the plight of some of their unfortunate followers."
"My son was born with a golden spoon in his mouth. He was brought up on the fat of the land."

THE DIN OF LONDON.

EVEN AMERICANS COMPLAIN.

LONDON.
London's former reputation as a quiet and restful city is entirely lost. Even Americans find the town noisy. Increasing traffic has created such a continual disturbance that the Home Office and the Ministry of Transport are working on regulations "to abate the ever-growing nuisance of noise in the streets."

"Stop That Noise!" may become London's slogan. Buses and taxicabs honking their way through the traffic, trains rumbling through the underground, street musicians, hawkers, and newboys shouting in the streets; the combination of these and many other noises is straining London's nerves to the breaking point. It is all very strange to the visitor who has heard so much about quiet, conservative London.

Records Of Street Noise.
The Home Secretary, Sir William Joynson-Hicks, and the Minister of Transport, Colonel Wilfrid Ashley, recently listened to phonograph records taken in various parts of the city, designed to analyze the continual traffic roar and to show what parts of the noise might be eliminated.

One record made at Hyde Park Corner reproduced the din to which patients at St. George's Hospital are subjected. Another was made on Leicester Square, and a third in the vicinity of the Home Secretary's residence.

"The increase of the volume of noise is largely due to the increase of motors and of the uses to which motors are put, and to the abuse of various types of horns," a Home Office statement said in announcing that regulations would be drafted with a view to decreasing the noise nuisance.

KING'S STEADY PROGRESS.

A FAIR NIGHT.

TRIBUTES FROM THE COLONIES.

[THROUGH REUTER'S AGENCY.]

LONDON, December 23rd.
It is learned authoritatively that nothing has occurred to interrupt the course of the King's progress, which, however, continues to be "very, very slow."

The evening bulletin, issued by Buckingham Palace at 3.45 p.m., states:—

"The King's progress is following a favourable though slow course. The amount and quality of sleep is satisfactory and there is less disinclination to take nourishment. Last night the King passed a fair night."

The bulletin is regarded as favourable. It indicates more definitely than the last one or two bulletins that the King's illness is now pursuing the course which the doctors had hoped.

It is anticipated that as long as progress, however, slow, can be reported, His Majesty will go on well.

In the circumstances, the reference to nourishment and sleep is a most satisfactory feature of the bulletin since it means that the King is now beginning gradually to build up his strength by sleep and nourishment.

A Good Sign.
In accordance with the statement made in last night's bulletin, no bulletin regarding the King was issued this morning. The fact that, for the first time in four weeks, His Majesty's doctors have thought it unnecessary to issue two bulletins in a day is greeted with the greatest satisfaction.

It has been pointed out also that last night's bulletin bore a more favourable complexion than it would seem to do. It was stated there was no change in the progress to report but the word "progress" was used instead of the word "condition."

Christmas Celebrations.

The effect of the King's illness on Christmas celebrations is known to have been a matter of deep concern to His Majesty and the Queen. It is learnt from a source competent to reflect the Queen's views on this matter, that Her Majesty has expressed the hope that her example in fulfilling her private and public engagements will be followed. It is her desire that the customary observances and celebrations at Christmas should be carried out wherever reasonably possible.

For the first time for ten years all the Royal Family will be at Buckingham Palace on Christmas Day and it is probable the King's sisters, the Queen of Norway and the Princess Victoria, will also be of the party.

The Duke of Gloucester, returning from Africa on the *Balmoral Castle*, arrived in Southampton on Monday, and reached the Palace at 9 p.m.

Canada's Expression Of Devotion.

Mr. Mackenzie King, the Canadian Premier, in a message to His Majesty, declares that as an enduring expression of the feeling of devotion to His Majesty the King and of the nearness of the relationship between Canada and all the other parts of the Dominions, the Canadian Government has decided that on Christmas Day they will restore penny postage on communications from Canada to all the other parts of the British Empire.

After respectfully greeting His Majesty on behalf of the Government and people of Canada, Mr. Mackenzie King says that never since His Majesty's accession have the feelings of love and devotion of the Canadian people to His Majesty found deeper and more universal expression than during his illness—never have the minds and hearts of the British people everywhere been drawn more closely together.

Near Relationship.

"We should like at this Christmas season on the part of Canada to give an enduring expression of this oneness of feeling and nearness to all parts of Your Majesty's Dominions."
While the reduction will be a more immediate and direct benefit to the citizens of Canada, it is hoped and believed that it will serve to render more enduring the ties uniting the British Commonwealth of Nations in a common allegiance to the Crown.

GRAVE SITUATION AT KABUL.

BRITISH HOUSE SHELLED.

CONFLICTING REPORTS.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, Dec. 23rd.
An official version of the state of affairs in Afghanistan states that King Amanullah has removed his court from Kabul to Kandahar, but the reports of the transfer of the court is not generally accepted in Peshawar, though it is believed that Queen Souriya and the Queen Mother may have left for Kandahar.

It is at the present moment impossible to tell what kind of government exists in Kabul, though it is practically certain that King Amanullah is by no means of means down and out.

On the contrary, it is stated that he is recruiting support from Kandahar.

It is now known that the opening of the road from the British Legation to the aerodrome, which enabled foreign women and children to be evacuated, was due to a strong attack by Government forces which drove back the rebels for some distance.

Legation In Danger.

Prior to this success by Amanullah's troops, the Legation was continually endangered, being caught between the two fires, the Afghan troops and levies on the one side, and the rebel marauders on the other.

The very real danger to the British Legation is shown by the fact that the house of the Military Attaché has been destroyed by shell-fire.

The women and children at the Legation were rescued by aeroplanes this morning, over twenty being brought successfully to Peshawar. An earlier report that an aeroplane was used for the purpose is incorrect. The party was brought back by a large troop-carrying plane, with four other aeroplanes acting as escorts.
It included Lady Humphrys, Mrs. Gould and two children, Mrs. Stranger and child, Miss Purford, the wives and children of Indian officials and Indian maid-servants. None was worse for the air voyage.

A FRENCH PORTIA.

SAYS WIVES MUST EXPECT "PECCADILLOES."

PARIS.
Easier divorce and the education of young French girls in the expectation that when they marry their husbands will not be constant to them are the astonishing antidotes suggested by the well known French woman lawyer, Maitre Lucile Tinayre, for France's marriage problems.

She believes this would prove more efficacious than "trial marriages."
"Whether there is a trial marriage or not, the husband in France would act as he most often does, be unfaithful sooner or later to his marriage vows," the handsome and intellectual Portia said in an interview here. "The statistics are there to prove. Usually the cooling off occurs between the fifth and sixth year of marriage. Statistics show that 76 per cent. of divorces occur then."

Because of the too complicated nature of divorce laws which keep unhappy couples tied together who would rather be free, she would reform the legislation. Adjustment by making divorce more easy would allow of marriages failures being conveniently ended to be replaced by successful unions, she holds, a higher standard of morality would result, while, crimes of passion and vengeance would probably also decrease.

"Many of my colleagues of the French bar are with me in believing that this way lies the solution, rather than the 'five years' test' which I understand is being advocated by some sociologists in America."
"We should still be conserving marriage, because people who are happily wed will remain so whether or not the bonds are made more easily broken."
"As it is at present, one of a wedded couple can keep the other tied for twenty years, for life, simply by refusing to agree to a divorce. And when a husband or wife goes away with a third party and the offended party refuses to take action the lives of at least two persons are ruined. As well as making divorce easier, I would tell girls the truth—that they should not expect a husband to remain constant."

CONSPIRACY IN CONSTANTINOPLE.

PLOT AGAINST MUSTAPHA KEMAL.

MANY ARRESTS.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE, Dec. 23rd.
Rumours are being freely circulated that a big movement is afoot in Turkey for the overthrow of the present administration, and the Police have been extremely busy carrying out raids on suspected premises in the hope of running the alleged plotters to earth.

It is stated that there is a large secret organisation working steadily for the downfall of the Government, but the Police have failed to obtain definite evidence up to date. The Police have arrested a number of people in Constantinople, mostly persons of the poorer classes.

Several have been released provisionally, but are being kept under close surveillance. Only nine are detained in custody, including two Mohammedan women, sisters named Kadrieh, who are believed to have been plotting against the life of Mustapha Kemal.

One of them is stated to be the former wife of an Egyptian doctor. Thirty-seven persons of the lower classes have also been arrested at Broussa, but it is officially stated that these are not connected with the Constantinople arrests.

SWIMMING RECORD.

DUTCH LADY'S SUCCESS.

[THROUGH REUTER'S AGENCY.]

PARIS, Dec. 23rd.
The Dutch swimmer, Mlle. Braun, swam 400 metres back-stroke in 8 min. 16.4/5th secs., which is a world's record.

ABYSSINIA'S 2,000,000 SLAVES.

BROKEN PLEDGE.

Despite the fact that Abyssinia was admitted to the League of Nations in 1923 on the strict understanding that slavery in that country was to be "completely suppressed in all its forms," the system still prevails.

There are, it is officially estimated, 2,000,000 slaves in Abyssinia today.
Captain Cochrane, a British officer who has done splendid work in dealing with escaped slaves and repelling raiders who came after them, has described the hinterland of Abyssinia as a human "hell."

Piteous captives who escaped across the borders into Kenya Colony and Somaliland are brutally hunted down by slave raiders. Sanctuary has now been found for these refugees.

At the League of Nations on September 14th, 1927, a report was presented showing the result of four years' slavery "suppression" carried out by Ras Tafari's Government. The number of slaves liberated in that period was 1,100.

Vain Efforts.

Ras Tafari is the forty-year-old ruler of Abyssinia. He is enlightened, animated by a spirit of public duty and intense patriotism; but his efforts to put down the slave business have resulted in the meagre figure given above.

The central Government is almost powerless to cope with the matter. The priesthood of Abyssinia is against slavery abolition. The priests regard themselves as the guardians of the Moslem law, and look on slavery as an institution decreed by Jehovah.

The chiefs of the various provinces appear to be arrogantly against any restriction of slavery. "We will die rather than give up our slaves," said one chief. These chiefs raid one another's territory, carrying off captives, and those on the border line put little obstruction in the way of raiders who cross it on various pretexts, and return with human plunder.

Nearly 140 raids between 1917 and 1927 are recorded in a recent White Paper.

Specious Excuses.

All manner of specious excuses are put forward when slaves have made a run into British territory for freedom with success. Here is Grazmach Tafari's plea, dated June 8th, 1924:—

"Let it reach Mamur Gedaref (Gedaref is British district headquarters)."

"Dear Sir,—May God show you the justice of my case."

"The protector of the poor and their properties is the Government. The question is that all slaves of the Qabita territory have run towards Gedaref. According to your poor men, have been oppressed because it is difficult for us to carry on without slaves. On account of this I am sending my son to you in order that you may help him in the aforesaid matter. I offer my thanks to you ten party to support the Tanaka

THE JAPANESE DIET.

ADJOURNMENT OVER NEW YEAR.

FORMAL OPENING, TO-DAY.

TOKYO, Dec. 24th.

The 56th session of the Imperial Japanese Diet will be convened here to-day. There will be no session to-morrow, a holiday, the second anniversary of the death of the late Emperor Taisho. The formal opening will be on Wednesday, when Emperor Hirohito in his gorgeous State coach of red and black lacquer will drive to the Diet building and declare the 86th session officially opened. The session will then be adjourned on Thursday over the New Year until January 20th.

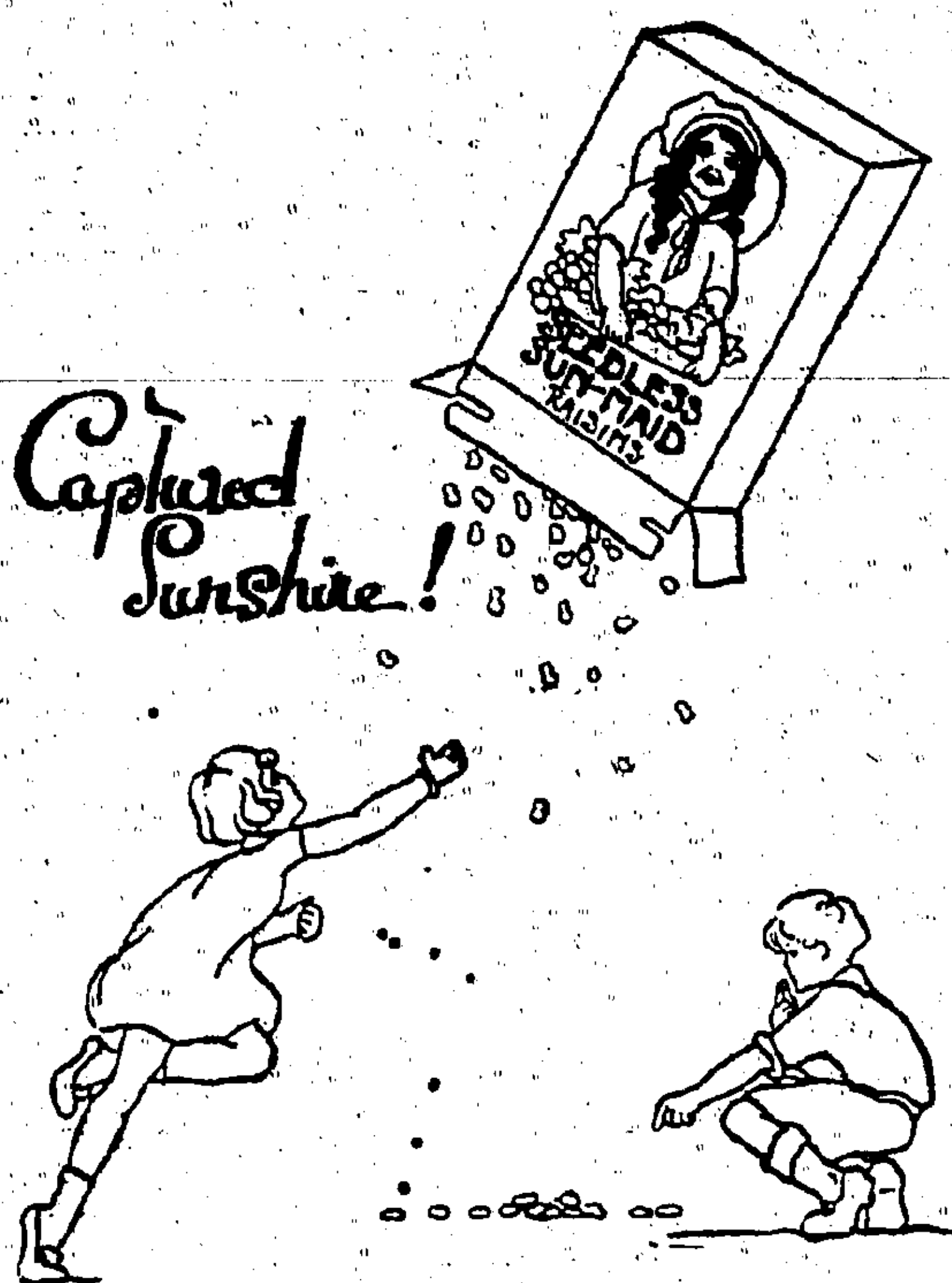
To-day's session will be largely routine, the Upper and Lower Houses meeting separately. The speaker, Mr. H. Motoda, will preside in the Lower House and Prince Tokugawa, President of the Upper House, will preside over the brief session of the House of Peers. The two Houses will meet together on Wednesday to hear the Emperor deliver his speech from the throne.

Wednesday's session will be colourful in the extreme, Emperor Hirohito, in the full-dress uniform of Generalissimo of the army, leaving Chiyoda Castle about 10.40 in the morning to drive to the Diet building. Police will clear the streets early in the morning, and a strong guard will be maintained along the route of the Imperial procession from the Castle to the Diet.

Outside the Chamber the Emperor will be received by the members of both Houses, who will stand while His Majesty reads his Message calling on the legislators to perform their duties with care and consideration for the welfare of the nation. The Message is nearly always the same, calling attention to the treaty relations of the Empire, which, His Majesty will state, generally are on a satisfactory basis, and the Budget. It is not likely the Emperor will mention the strained relations between China and Japan, as the Imperial Government still refuses to acknowledge China's abrogation of the Sino-Japanese Commercial Treaty—the basic treaty between the two countries.

Prince Tokugawa, widely known as President of the America-Japan Society and as descendant of the Shoguns who once held the Imperial family virtual prisoners, will receive the Message for the assembled Parliamentarians. The members of the two Houses then will prepare to present separate replies, both of which will be of much the same routine nature as the Imperial Message. The Chamber of Deputies probably will render its reply the same day, while that of the House of Peers may not be ready until Thursday. When both messages have been delivered and the acceptance of the Throne received, it is likely an adjournment will be taken for the New Year holiday, the Diet reassembling in mid-January to begin discussion of the Budget and conduct the regular business of legislation.

The position of the Government has been considerably strengthened by recent adhesions from minority parties and it is likely the Premier Baron Tanaka will be able to weather the vigorous attacks certain to be made on him by the chief Opposition party, the Minseitō. The Government party, the Seiyūkai, claims more than 225 votes in the lower House, while the chief opposition group, the Minseitō, probably will not be able to muster more than 200. The Lower House has a total of 466 members, including a number of proletarian members. An appointment was effected early this month between the Premier and Takejiro Tokonami, President of the Shinto Club, which has 20 members in the Lower House, whereby Tokonami pledged his party to support the Tanaka



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[A.P.S.]

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GOLF NOTES.

[By R. H. H.]

The final of the Championship was not a very exciting affair, for Stewart soon proved to be far the better and more experienced player in a game which did not produce great golf. As a matter of fact, there was a large number of really fine shots made by each player, but an even greater number of quite devastating ones. That was one of the features of the morning round especially, that there was very little mediocre golf, with shots "getting there" somehow, they were either really well played or so wild that they never looked like finding the green. In consequence, though the very approximate scores for the first round were terrible, the better ball score of the two players was by no means bad.

The deciding point all through the match was undoubtedly Hollis' play on and round the greens. It was really terrible, and time and again allowed Stewart to win holes which should have been halved. Both started by putting badly, especially on the approach putts, but while Stewart was steadily holding the longish putts he left himself, Hollis was equally steadily missing his. As the game progressed, Stewart got better on the greens, until by the end his putting and approaching were very sound indeed. Hollis on the other hand got, if it were possible, even worse until the match was over, after which, as so often happens, the putts began to drop again.

If Stewart was the only man in it in the short game, the order was to some extent reversed from the tee and through the green. Stewart was hitting his tee shots a long way but quite a number of times were very wild and he several times found bad trouble. As a matter of fact, good and bad tee shots seemed to occur at alternate holes but time and again he showed his great power of making good an error before the end of the hole. The classic example of this was at the second hole, where he put his tee shot into the ditch and, after dropping out into a terrible lie, hit a spoon shot right up to the pin. He would have had quite a possible putt for a 4, including a penalty stroke, but Hollis for once holed a long putt and got a three.

Hollis throughout the day was driving with enviable consistency and hitting the ball a very considerable distance. Apart from the two drives from the first tee, both of which found uncomfortable resting places in the pines, he missed very little. His second shot too, with the exception of two brassy shots hooked at the 9th as the result of optimistic attempts to reach the green, were generally extremely steady, but there his game ended, while Stewart's certainly did not. In the long game Hollis rather more than held his own, but Stewart's great powers of finishing were altogether too much for him.

There was rather a large number of stymies laid in the course of the game, far the worst of which occurred at the 8th hole. In the morning Stewart was lying well for a 4, but Hollis' putt stopped only an inch from the hole, and Stewart could do nothing but putt round for a half. In the afternoon the positions were reversed for Stewart's putt lipped the hole and came out again, to leave Hollis a dead stymie. There were others from longer distances, especially one which lost Hollis a half at the 13th, while Stewart cleverly negotiated a half stymie at the 16th. On the whole these particular misfortunes worked out about level in the course of the match.

The greens were extremely difficult over the week-end, and the tale of missed putts was by no means confined only to the Championship match. They were extremely fast and it was very difficult to hold a putt on the line and yet hit it gently enough to stop near the hole. It was in some ways even more difficult to stop an approach shot in the middle of the green, and it is this fact as much as the other which accounted for much of the bad putting.

At about 12.30 on Sunday morning Mr. L. S. Greenhill played himself in as Captain for the ensuing year. The drive, as usual, was greeted by the extraordinary noise of about a thousand caddies fighting to retrieve the ball and earn a dollar for their pains.

The possibility of Walter Hagen playing an exhibition match at Fanning in February is one that should arouse the interest of all golfers and all clubs in the Colony. Hagen has cabled to the Secretary of the Royal Hong Kong Golf Club an enquiry as to exhibition matches and terms, and Colonel Matthews will get in touch with him.

Hagen is of course at the present minute the unofficial champion of the world, holding the British Open Championship and having beaten the American Open Champion over a series of five matches by three matches to two. It is unnecessary to dwell on his record, partly because it is so well known, and partly because it is so extensive, but any golfer who has not already seen him should certainly take this opportunity to see him.

(Continued at foot of next column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

STARTING TIMES FOR CHRISTMAS DAY, DECEMBER 25th.

9.34 a.m.	A. E. Cox and A. Webster.
9.39	I. H. Geare and H. U. Ireland.
9.39	L. R. Andrewes and N. L. Smith.
9.39	F. A. Merry and R. H. Hollis.
9.40	W. J. Clerk and D. Forbes.
9.44	L. Yates and H. C. Shrubsole.
9.48	E. D. Lawrence and I. W. Shewan.
9.52	S. J. H. Fox and J. H. Dorey.
9.56	E. M. Bryden and G. Davidson.
10.00	A. Morley and E. P. Fletcher.
10.04	L. Garner and G. E. Mitchell.
10.08	W. A. Stewart and G. K. Horridge.
10.12	H. G. Howard and W. L. Alexander.
10.15	T. Low and N. K. Littlejohn.
11.28	D. Ellis and O. I. Ellis.
9.34 a.m.	Boxing Day, December 26th.
9.34 a.m.	E. D. Lawrence and J. M. Walker.
9.39	B. J. Lacom and E. Kern.
9.39	N. L. Smith and L. R. Andrewes.
9.39	I. H. Geare and C. T. Fowle.
9.40	A. H. Ferguson and H. G. Sheldon.
9.44	A. B. Raworth and T. H. King.
9.48	A. Leach and F. A. Merry.
9.52	A. B. Purves and H. U. Ireland.
9.56	L. Blackburn and W. S. McKinley.
10.00	W. Paterson and G. E. Smith.
10.04	N. K. Littlejohn and C. W. Jeffries.
10.08	S. J. H. Fox and H. N. Laver.
10.12	T. L. Christie and D. J. Gilmore.
10.16	H. Spicer and D. Forbes.
10.20	W. K. Tait and E. P. Fletcher.
10.24	A. Newton and D. G. G. MacDonald.
10.28	A. E. Lissaman and K. S. Robertson.
10.32	L. Garner and G. Towns.
10.36	S. H. Lewis and G. E. Mitchell.
10.40	C. B. Johnson and J. D. Humphreys.

HUMPHREY'S FOURSOMES.

FIRST AND SECOND ROUND.

The following is the draw for the first and second rounds of the four-somes competition for cups presented by H.E. the Governor of North Borneo:—

First Round.
R. K. Hepburn (10) and H. Spicer (10) v. G. E. Ellams (13) and W. K. Tait (17).
G. E. Holmes (10) and G. R. Horridge (9) v. H. W. Moon (18) and W. D. Fiddes Wilson (17).
A. H. Ferguson (3) and T. G. Bennett (8) v. D. J. Gilmore (11) and K. S. MacLaren (9).

Second Round.
G. E. Towns (12) and G. E. Mitchell (18) v. F. A. Perry (16) and S. M. Mayes (17).
E. D. Black (10) and W. J. Clerk (9) v. E. Syme Thomson (13) and J. P. Warren (7).
A. D. Humphreys (11) and E. D. Matthews (9) v. O. E. C. Marton (scr.) and N. L. Smith (7).
A. B. Cox (18) and D. M. Goodall (17) v. A. C. I. Bowker (12) and R. K. Valentine (9).

Capt. Le Gros (9) and I. Newton (7) v. Capt. A. W. Davison (14) and T. C. Mongian (13).
E. J. Edwards (17) and F. M. Ellis (14) v. J. Smith (10) and T. Ramsay (15).

A. E. Lissaman (9) and K. S. Robertson (6) v. H. U. Ireland (7) and T. L. Christie (11).
J. W. Franks (9) and F. J. de Rome (6) v. winner of Hepburn and Spicer v. Ellams and Tait.

Winner of Holmes-Horridge and Moon-Fiddes Wilson v. winner of Ferguson-Bennett and Gilmore-MacLaren.

A. B. Raworth (7) and M. M. Maas (12) v. J. Morris (18) and C. D. Lambert (19).
N. K. Littlejohn (13) and W. J. S. Key (19) v. I. W. Shewan (scr.) and E. D. Lawrence (9).

R. Hancock (8) and C. B. Johnson (10) v. P. F. J. Wodehouse (14) and A. E. Wood (15).
R. Young (9) and W. D. Brown (7) v. L. R. Andrewes (6) and A. B. Stewart (3).

C. B. Brown (18) and C. C. Stark (9) v. N. Croucher (17) E. des Vaux (13).
A. Leach (10) and I. H. Geare (13) v. D. E. Clark (14) and J. D. Humphreys (19).

S. T. Butlin (11) and A. Sommerfelt (13) v. A. G. Coppin (18) and A. D. Coppin (9).

(Continued on next column.)

of one of the world's finest golfers. Hagen quite naturally wants his guarantee, and by the way that guarantee must be put up quickly, but for any keen golfer the money is bound to be well spent. Hagen has a reputation to live up to.

LOCAL FOOTBALL.

HOLIDAY MATCHES.

"SUNDAY HERALD" CHARITY CUP COMPETITION.

CHRISTMAS DAY.

Kick-off at 3.30 p.m.

England v. China, H.K.F.C. ground. Referee: Mr. F. Smith; Linesmen: Mr. T. G. Stokes and S. Sgt. Silmour.

*—No handicap will play from scratch unless handicap is allotted before any match.

3/8 combined handicap as above—18 holes Fanning Old Course—Strokes (if match goes beyond 18th Green) to be taken as in first round. First round to be played on or before January 6th; 2nd round on or before January 20th; 3rd round on or before February 17th; semi-final on or before March 3rd; final on or before March 17th.

BOXING DAY.

Kick-off at 3.30 p.m.

Scotland v. Portugal, H.K.F.C. ground. Referee: Wt. Eng. Barber, R.N.; Linesmen: C. P. O. Craig and Lance-Cpl. Grievie.

The above games will be of ninety minutes duration. Extra time will be played, if necessary.

The following have been chosen:—To represent England—Mott; Wynne and Hooper; Everest, Hill and Cantor; Barkham, Stock, Gold-

man, Leach and Caldwell.

Reserves—Baker, Hedley, Ker-nick, Reeves and Cross.

To represent Scotland—Clarke, Oram and Martin; McBride, Mc-elvie and Farlow; Torrie, Evans, Toal, McGlinchey and Craig.

Reserves—Stewart, McGreavy.

CRICKET.

H.K.C.C. v. ARMY.

THE CHRISTMAS MATCH.

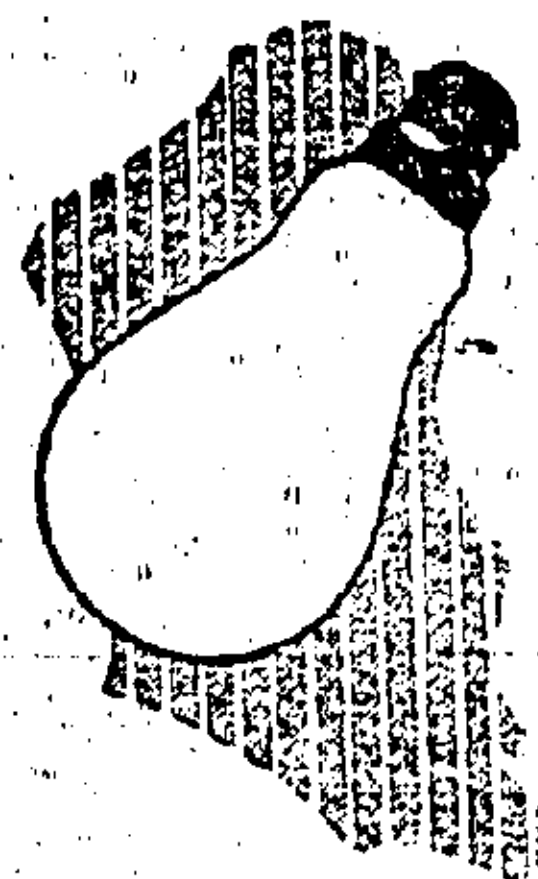
I am informed that there will be no cricket to-day, Christmas Day, but that the game will start at 10.30 a.m. on Boxing Day. The Club team will, I understand, be selected from the following: H. R. B. Hancock; A. W. Hayward; T. E. Pearce; G. R. Sayer; H. Owen Hughes; Rev. E. K. Quick; J. Bonnar; O. Moor; E. J. R. Mitchell; A. C. I. Bowker; C. D. Wales and two others. The Army team will probably be very much the same as the one which defeated the Navy last week. I hope to publish a full account of the game in the *Daily Press* issue of Friday morning. Happy Christmas everyone!

R. ABBIT.

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and save your sight.

[A.P.S.]

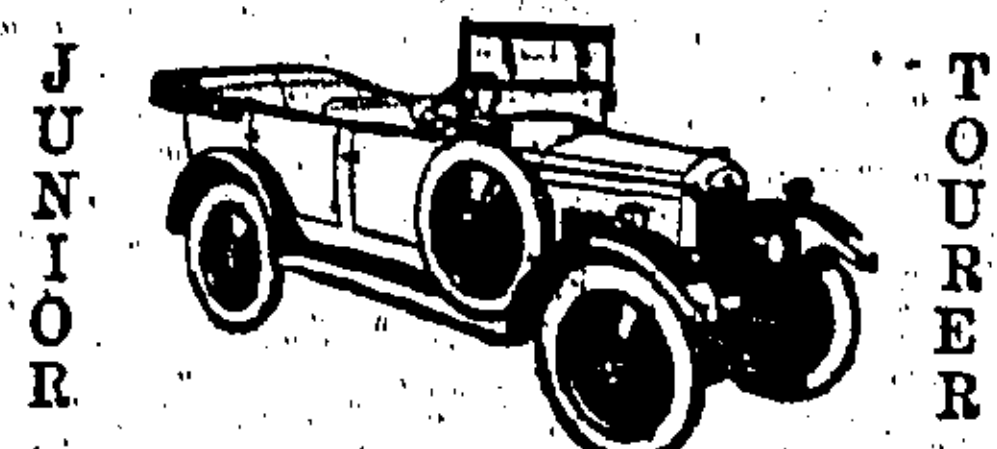


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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Motor Risks—Bad Driving the Worst Peril—Saloon Car versus Open Tourer—
The Danger of Dazzle—A New Motor-cycle Chain.

MOTOR NOTES.

A MOTOR-CYCLE ON THE STAGE.

Mr. Julian Wylie, the well-known London theatrical producer, has staged a sensational modern musical comedy, "Mister Cinders," in which Binnie Hale and Bobby Howes are the chief stars.

These stars actually use an All-British Ariel motor-cycle and side-car on the stage in a thrilling adventure in catching a moving train.

NEW HUDSON SERVICE BICYCLES IN DEMAND.

Large quantities of New-Hudson "Service" Bicycles continue to be called for by the Crown Agents for the Colonies, these being intended for "service" use in—Nigeria, Uganda, and Tanganyika Territory and the Gold Coast.

In many cases the bicycles are fitted with Sorbo unburstable tyres, which are essential owing to the terribly rough nature of the country often traversed by the riders.

A NEW SUNBEAM CLOSED CAR.

The comfort of the closed motor-car has made this type so popular that open touring cars are now in little demand except in the cheaper models.

Coach building is a highly skilled craft, and the latest designs of closed cars produced by the leading British firms are the very embodiment of refinement and comfort. A notable example is the new Sunbeam Enclosed Drive Limousine on a special long wheelbase 20 h.p. chassis. This model has innumerable interesting features, including ventilation devices in the doors which allow a current of air to pass continually into the interior but with all draught excluded. The rear seat is also made adjustable, both as regards depth of cushion and slope of the "squab," which is the technical term for the back portion of the seat. In the construction light alloy metals are used for the front pillars, obtaining great strength in these parts, and also allowing them to be reduced in section, and thus providing better vision for the driver. The special long wheelbase chassis has space for a roomy body, and two occasional seats are fitted in the rear compartment so that the car can be used as a seven-seater when desired. The price of this new Sunbeam model is £290.

LEA-FRANCIS CAR BREAKS WORLD'S RECORD.

At Brooklands Track on September 19th a 1½ litre Hyper-Sports Lea-Francis car established a new international record in Class F. (1,100-1,500 c.c.). Driven alternately by Mr. R. M. V. Sutton and Mr. F. Hallam, the Lea-Francis covered 900 miles 1,400 yards in 12 hours, maintaining an average speed of 30.08 miles an hour. It also set up a new British record for Class F.

The car was a standard two-seater model, being the identical vehicle which ran as No. 96 in the recent International Tourist Trophy road race in Northern Ireland.

BEN NEVIS CLIMBED.

Ben Nevis, Great Britain's highest mountain, has been conquered. The successful vehicle was a 5 h.p. Ariel sidecar combination, which carried a passenger in addition to the driver. This is the first time that the ascent has been made with a sidecar machine, although Ben Nevis has already been climbed by a solo motor-cycle. The feat was accomplished in the remarkably good time of 4 hours 49 minutes, and was carried out under the auspices of the Scottish Western Motor Club.

It cannot be said that the 6-mile climb was altogether unaided, but the assistance which was required was not due to lack of power, but rather to the fact that in certain places the shingle was so loose that wheel-grip could not be obtained.

Non-skid chains were fitted to the driving wheel at the start, but these did not seem to help much and were ultimately removed. The machine required no attention whatever during the whole climb or descent, and was as sound at the finish as at the start. Trouble might have been expected, from overheating, considering the very slow road speed compared with the high engine speed, but owing to the good lubricating arrangements, no signs of trouble were apparent at any time.

It is interesting to note that the machine was by no means specially built, but was a two-year-old standard model, which has already competed in many reliability trials, and which last year made a record climb of Ben Lomond.

BAD DRIVING THE WORST PERIL.

24 PEDESTRIANS TO BLAME IN 538 ACCIDENTS.

The pedestrian has been exonerated and the negligent driver has been condemned by the Ministry of Transport, who have inquired into the causes of 538 accidents during the past year.

Only twenty-four accidents were caused by people on foot. Careless driving resulted in 309 serious crashes and 288 deaths. Mechanical defects and bad road conditions were responsible for 131 accidents, which took a toll of 116 lives. Fifteen cyclists, of whom only one escaped being killed, were held to blame, and one horse-drawn vehicle was found at fault.

These facts are contained in the annual report on the administration of the Road Fund for 1927-28, which has just been issued.

Motor Vehicles.

The growth in the number of motor vehicles has gone ahead rapidly. In 1921 there were 873,700 motor-cars, lorries, motor-coaches, omnibuses, and motor-cycles in Great Britain. Last year the figures reached 1,398,500, with an income from the motor taxes and licensing fees of £23,000,000.

It is estimated that there is one motor vehicle for every twenty-three persons in Great Britain, and one driving licence for every nineteen persons.

The large motor-car is losing popularity according to a census taken of "horse-power" types. The increase in motor-cars between six and twenty-two horse-power was twenty-two per cent; the decrease in the sales of machines of higher rating was almost nine per cent.

Roads And Effect Of Traffic.

Extensive research work is being carried on by the Ministry of Transport. The East Ham and Barking by-pass has been laid in twenty sections, each one of which is a different type of road surface and of varying thickness.

A long series of observations have been taken. It was discovered from inspection of the Barnet by-pass that the road itself, as well as the surface and the subsoil of the land adjoining, are constantly moving. The cause is laid to atmospheric conditions.

MOTOR RISKS.

INSURANCE CUM LICENCE.

ABOLITION OF THE UNFIT DRIVER.

"Why not make the insurance companies responsible for the issue of motor-driving licences, and thereby combine all the advantages of compulsory insurance and a physical fitness examination for licences, without any of the disadvantages?" writes the London Morning Post motoring correspondent.

This somewhat startling suggestion was made to me recently by Mr. A. R. Pole, one of the greatest authorities on motor-car insurance in London. "After all," he continued, "the insurance companies are financially interested in the driving capabilities of their clients, while the local authorities who issue driving licences are not. Anyone can pay 5s. and obtain a driving licence, even if he is blind, deaf, or suffers from any other physical disability, but to get an insurance policy is an entirely different matter. Naturally, an insurance company which stands to lose through the accidents of its clients is going to make some inquiry into their physical fitness and past record. Only a few days ago I received a proposal from a duly licensed driver, and in answering one of the questions on the proposal form, he disclosed that he was deaf and dumb. He had held a licence for some years."

No Right On The Road. "My contention is," continued Mr. Pole, "that there are many unfit people in charge of cars at the moment who have no right to be on the road. I do not contend that all men who suffer from a physical disability are unfit to drive, but each case should be investigated on its merits, and the people to do that are the insurance companies who have a direct financial interest in the result."

It might be argued that this would give too much power to the insurance companies, but it must be remembered that motor insurance in this country is highly competitive. There are at present the tariff companies, the non-tariff

companies, and Lloyd's, all in open competition, and no insurance will be refused if it is at all possible to insure the proposer. Mr. Pole pointed out that it would be easy to arrange for the licence to drive a car to become an attachment of the policy. Anyone wishing to drive a car would first make application to an insurance company, and, if accepted, the licence would be attached to the policy, the insurance company paying the money to the local authority concerned.

It is necessary to point out that these proposals only apply to third party risks. You cannot force a man to insure against any damage that may occur to his own vehicle, and there is one point that should be stressed here. It would be necessary for anyone who wishes to drive a car to be insured against third party risks before he could obtain a licence, even if he was not the owner of a car. In the case of the chauffeur this would be simple, as his name would be endorsed on the policy of the owner, but anyone wishing to borrow a car would have to be insured before he could drive it, as otherwise

he would not be in the possession of a licence.

Existing Machinery.

Mr. Pole is in favour of compulsory insurance provided the companies concerned are not compelled to take risks that they would not accept in the ordinary way. He maintains that the machinery for ascertaining whether a driver is fit to drive a car or not is already in existence, and that this scheme would save the taxpayer any additional burden, and also make it unnecessary to bring into being a large body of officials for the purpose of examining drivers as to their fitness to be in charge of a car.

There is one State in America where compulsory insurance has already apparently proved itself a complete failure. In this case it was insisted that insurance companies should take any applicant with the result that only one company is still selling insurance in that State, and that one is considering whether it should still continue to do so. Compulsory insurance of this type would only result in increased premiums.

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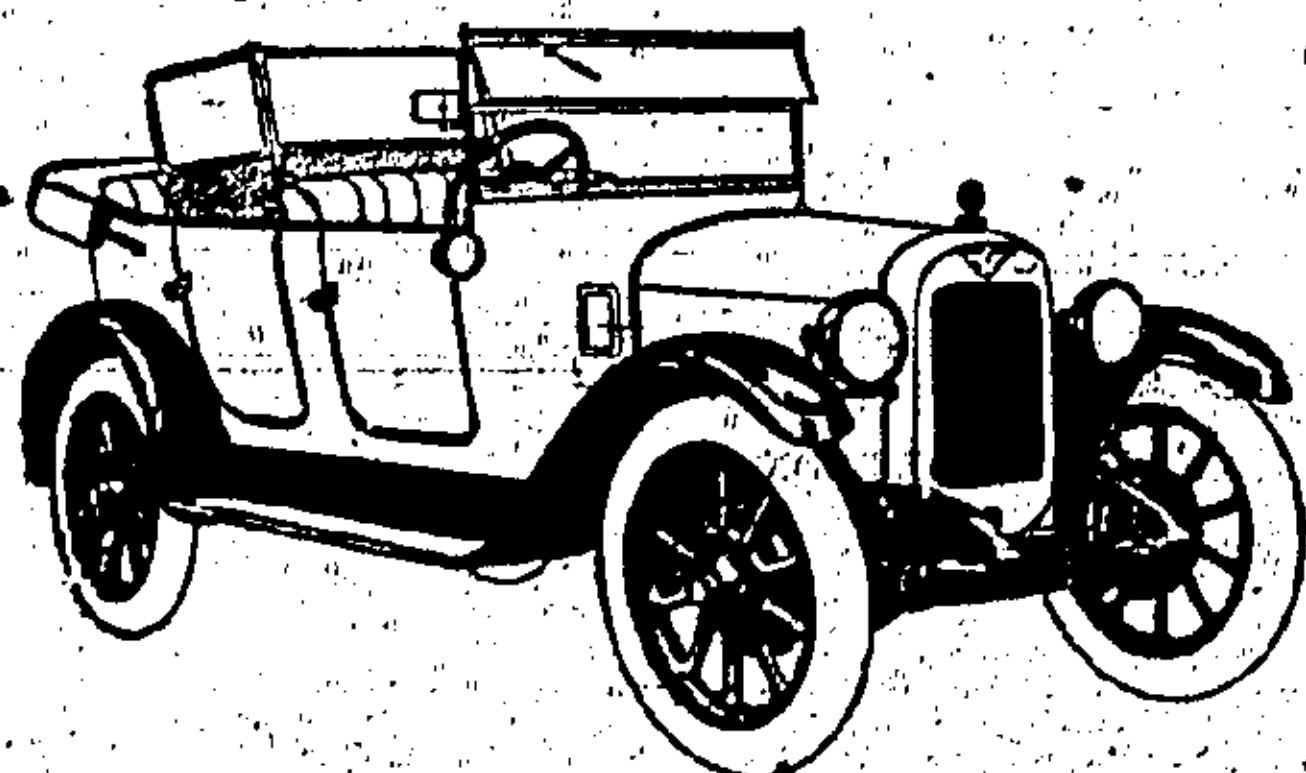
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MOTERING NOTES (CONTD.)

THE DANGER OF DAZZLE.

NEED FOR TEMPORARY CONTROL.

Few of the many problems connected with the safe and comfortable driving of our motor-cars have proved so difficult of solution as the counteracting of headlight dazzle. When we used acetylene gas—a form of lighting which many of us sincerely regret, owing to its powerful yet diffused rays—we did not suffer a quarter of the discomfort we feel to-day from even the cheapest and nastiest electric lamp. There were, of course, not a tenth nor a hundredth of the same number of cars on the road in those days, but even so, when we were faced with a pair of big lights, labelled, as was the grandiloquent custom, 5,000 or 10,000 candle-power, we were not temporarily blinded as we are now.

It was no doubt the quality of the light itself rather than the degree of its power or penetration which made it so much better a driving light than electricity, but, whatever the reason, we are now left, for better or worse, with the latter as a universal illuminant—a fact which has given occupation for all sorts and conditions of interested persons, from Government departments upwards, ever since the war, with, it has to be conceded, extremely meagre results. Devices of every imaginable description have been invented, patented, put on the market, and forgotten. Almost without exception the only ones which have survived have been those which cost more money than the general public want to pay. I believe I have tried every single one of them—or, at all events, of those which have been for sale—except the dipping arrangement which is hardly, in the strictest sense, a dazzle-cure, although, if it were universally employed, it would go far towards making the roads safer and pleasanter at night.

Special lamp-lenses, special bulbs, screens (very expensive these), discs and dimming gadgets have all been tried out on my own cars with varying degrees of failure and success. Sometimes, as in the case of the expensive screens and in the case of one form of lens, the results have been promising enough, but either because the things cost too much to buy or because the makers lacked the necessary capital to make them cheap enough to appeal to everyone, I found I was experimenting with something which had only a temporary existence and offered no real solution of the problem.

Eye-Protectors.

Better results have been achieved with various kinds of eye-protectors, either in the form of shields attached to the windscreen or of special spectacles. I have had experience of a variety of these, and in one or two cases I have found relief from the searing glare of oncoming headlights. Yet these are, from their very nature, by no means infallible. A great deal of their success depends on the distance at which they are fixed from the driver's eyes, in the case of glare-guards, and on the nature of the road, in the case of the spectacles. If the road is winding the driver may very easily be caught "blinded," and once he is, he is straight into the rest of the world is black to him, and its occupants invisible. This question of focussing is all-important, as I discovered the other day when I experimented with a square of metal gauze, rather like fine meat-safe netting. At a distance of thirty inches from my eyes it was only a little better than useless, but held fairly close up it was distinctly successful, not only in quenching the searing rays but in enabling me to see the near side of the road (where the unseen cyclist of our nightmares is always believed to be), level with the lamps of the oncoming car. Another glare-guard device, however, seems perfectly successful when attached to the screen 30in. off.

What is needed is something on the lines of the French *Coude de la Route*, a device by which the blinding rays are killed, for the moment of meeting, their place being taken by a sufficient driving light, incorporated compulsorily in the lighting system of every car. Nothing, can ever be regarded as a solution unless its universal adoption is enforced.

(Continued on next column.)

A NEW MOTOR-CYCLE CHAIN.

RENOULD MARK PATENTED CHAIN.

In the improved designs of motor cycle engines for increased speed and power, the transmission chain has had less and less margin for performance, and given the most extreme conditions—racing with inadequately lubricated chains—the inner links have had insufficient hold on the bushes, and their tendency to move outwards has caused the inner links to spread, and by binding on the outer links have given tight joint trouble. This led to loss of power, and subsequent roller breakage.

Previous attempts to solve the problem have followed such lines as riveting over the ends of the bushes, a procedure undesirable with delicate case-hardened parts. The firm of Hans Renould, Ltd., the inventors of the original Renould Cycle Chain, have evolved a new motor cycle chain, which they are marketing as the Renould "Mark 10" Patented Chain. This new chain incorporates in its construction a "Keyed Bush" which solves the problem of fixing the bushes in the side plates.

In the course of practically two-and-a-half years exhaustive research, to find the scientific solution to the problem, in the nature of the "keyed bush," a solution which is capable of being applied on a production basis, and involving no undesirable consequential weaknesses, it was discovered that the spreading of the side plates was a secondary effect only, and came about after the bush had begun to turn in the side plates.

The construction of the Renould Mark 10 chain incorporates a method of forming keys on the end of the bushes which gives them such a shape that not only is the bush prevented from turning in the side plates, but is also locked against movement. The illustration shows a photograph of a large keyed bush and plate. Half of one end of the plate has been cut away and the bush taken out. The keyways cut by the keys are plainly visible, but of still greater interest are the projections in the bore of the plate holes, showing how the metal had, in fact, flowed into and been moulded by the depression in front of the keys on the bush.

The Crux Of The Problem.

That, in fact, is the crux of the whole situation. Within reasonable limits it does not matter what form of dazzle-dimination is adopted, provided that it is universally employed. Even "blacking out," switching off the driving lights—a practice greatly to be condemned in existing conditions—may serve as a temporary solution, if every body does it. I do not believe in it myself, because the sudden change from blinding light to inky darkness means that, for safety's sake, you must reduce your speed to a crawl, or even stop—as so many of us do now. Yet if we all "black out," without exception, I have no doubt English roads would be a deal safer on Saturday and Sunday nights than they are now.

For obvious reasons the problem has never been so serious as now, and will get worse month after month. It is torture to drive along any main road within forty miles of London or in the neighbourhood of any big towns, for at least five hours after sunset, and when the several thousand from cars belonging to the 1929 class of owners are added to the traffic, our roads after nightfall are likely to be among the most dangerous in the world. It is a matter of the gravest urgency that the use of high-powered lamps should be placed, temporarily, under official control. I say temporarily advisedly. It would be calamitous if the responsible authorities were given powers to limit illumination, but I feel sure it would hasten the solution of the problem were reached.

As an example of what I mean, I should be glad to know that for a definite period only, say one year, no car could be licensed unless it were provided with means for either dipping or dimming its headlights. Neither of these attacks the trouble from the right angle, but while experts were engaged in the search for the ideal solution, it would at least ensure a slight extra margin of safety. —John Farnham in the *Sunday Times*.

SALOON CAR VERSUS OPEN TOURER.

A GALE ADVENTURE.

The gales of the past month in Britain have furnished a new argument in favour of the saloon car as against the open tourer; when branches of trees and even whole trees are falling and flying about the saloon is the safer of the two.

A man I know, writes a motoring correspondent to the *Sunday Times*, who lives in what was an old manor-house in the midst of the worst of all the gales, and as he entered his front gate an ancient yew, at least 200 years old, and big in proportion, chose that moment to succumb. It fell fair and square upon the car, pretty well wrecking it, but its owner crawled out of the debris unscathed, which he certainly would not have been had he had nothing stronger than a leather hood and iron hoops over his head.

THE USE OF THE OXY-ACETYLENE PROCESS IN THE MOTOR INDUSTRY.

It is probable that the average motorist has no idea of the extent of his or her indebtedness to the oxy-acetylene process. In fact, the percentage of those who are aware that the application of this process has been largely responsible for the cheap and efficient car of to-day is doubtless very small indeed.

The Best Compromise.

The devotees of the open car are nowadays in a small and rapidly decreasing minority. Nearly three out of every four cars turned out from the Morris factory are closed, and the Riley firm, which builds an exceptionally attractive little saloon, actually makes eight of them for every one tourer.

Take, for instance, the body-building side of the motor industry. Here one of the most important features of the mass production car of to-day's is the rattle-proof steel body. In the majority of factories these bodies are pressed out and welded up; while the more expensive type of bodies, where aluminium is used, the seams are oxy-acetylene welded.

Motor car wheels are pressed out in two halves and then welded together; this applies to the artillery or spoke wheel. And the welding process is also employed in the manufacture of the solid or disc wheel.

As regards the back-axle, the differential housing of many mass-production cars is pressed out in two pieces and welded together. Practically every type of silencer is now manufactured with the aid of the oxy-acetylene process; and in the more expensive type of car welded petrol tanks are used.

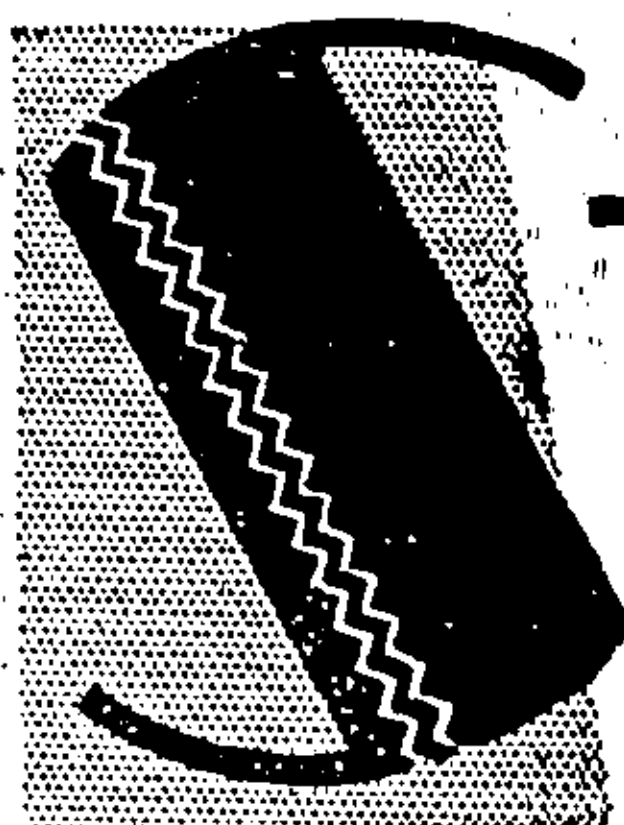
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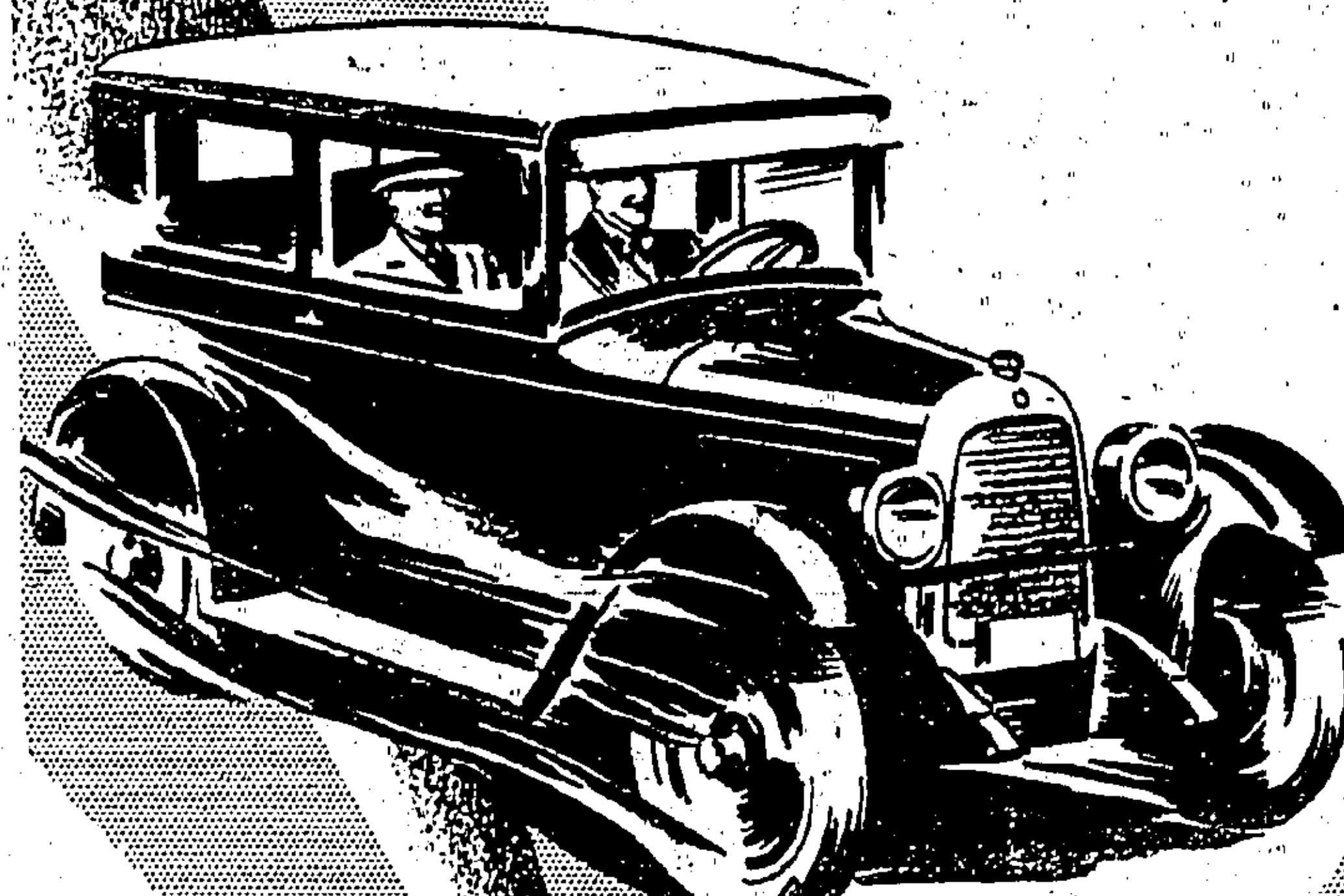
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Pres. McKinley...Tues., Jan. 15th. Pres. Taft...Tues., Jan. 8th
Pres. Grant...Tues., Jan. 29th. Pres. Jefferson...Tues., Jan. 22nd
Pres. Cleveland...Tues., Feb. 19th. Pres. Lincoln...Tues., Feb. 5th

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Pres. Van Buren...Sun., Jan. 13, 8 a.m. Pres. Adams...Sun., Feb. 24, 8 a.m.
Pres. Hayes...Sun., Jan. 27, 8 a.m. Pres. Garfield...Sun., Mar. 10, 8 a.m.

To Manila

Pres. Taft...Jan. 1st, 6 p.m. Pres. Grant...Jan. 19th, 6 p.m.
Pres. McKinley...Jan. 5th, 6 p.m. Pres. Lincoln...Jan. 29th, 6 p.m.
Pres. Jefferson...Jan. 15th, 6 p.m. Pres. Cleveland...Feb. 2nd, 6 p.m.

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Dec. 24th.

Previous Day at 2 p.m. On Date at 6 a.m. at 2 p.m.

Barometer... 30.06 30.08 30.04
Thermometer... 72 65 70
Humidity... 63 50 58
Wind...
Direction... E E E
Force... 2 1 3
Weather... B B B
Rain... 0.00 0.00 0.00

Highest open-air temperature, 24th: 78°

Lowest open-air temperature, 24th: 64°

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From December 25th to 31st, 1928.

HIGH WATER. LOW WATER.

Days of Week. Days of Month. Hong Kong Standard Time. Height. Hong Kong Standard Time. Height.

Tues. 25 m 8 45 4 8 m 2 28 1 4
Wed. 26 m 7 45 4 8 m 1 21 0 3
Thur. 27 m 8 45 4 8 m 5 14 0 8
Fri. 28 m 9 45 4 8 m 1 53 0 3
Sat. 29 m 10 45 4 8 m 2 38 0 3
Sun. 30 m 11 45 4 8 m 3 15 0 8
Mon. 31 m 12 45 4 8 m 4 47 0 8

THE MOTOR-LAUNCH

"LILA"

ANOTHER SUCCESS FOR MESSRS. W. S. BAILEY & CO., LTD.

The official trial of Lila, a new twin screw motor launch for the Harbour Master's Department, took place very successfully last Friday. The vessel easily maintaining her contract speed of 10 knots.

Lila is designed by the builders not for speed but for comfort and high class finish and is a handsome tankwood vessel of 80 feet in length by 15 feet beam with raking stem, cruiser stern, and flared bows for sea-worthiness and wide deck space forward.

At each end of machinery space is a 3 ft. 16 ins. steel bulkhead insulated with asbestos 2 ins. thick and panelled with Philippine mahogany; the peak bulkheads are also of steel. At each side of engine room are the oil fuel tanks of 3 ft. 16 ins. steel plate and necessary fittings, with controls led to deck.

Cabins And Fittings.

The deck cabin is forward of boiler casing, neatly panelled with Philippine mahogany and with railway carriage windows at sides and fore end and curtains at windows; the settee is covered with Rexine and has spring bottom and floor covered with linoleum. The state room has polished brass ports fitted each side, and sides of room and ceiling in Philippine mahogany and with spring beds and drawers. Settee with lockers beneath, hair-stuffed cushions and holland cover, floor covered with linoleum, dressing table and wardrobe of Mahogany and curtains to ports with two brass gimble lamps. Toilet below deck with under-water line lavatory, wash basin, mirror and hat and coat hooks and towel rail with tiled floor, brass gimble lamp and brass mushroom ventilators. Cabin forward panelled with Mahogany and with two sofa-beds, dressing table, drawers and lockers and hinged ports, floor covered with linoleum, curtains over ports and brass gimble lamps. Cabin abaft engine room fitted with spring bed and drawers and similarly panelled, dressing table, locker, hinged ports, linoleum and gimble lamp. Lavatory on port side with under-water line W.C. wash basin, hat and coat hooks, linen locker and tiled floor, brass gimble lamp and polished copper ventilators. Kitchen on port side with cooking range, sink and dresser, tiled floor and oil lamp. Crews galley abaft kitchen with cooking range and lockers, tiled floor and bulkhead lamps. Crews lavatory on starboard side aft with under-water line W.C. wash basin, tiled floors and oil lamps. Bathrooms similarly fitted and with enamelled bath. Crews space aft with six bunks. The rail and fender of vessel are fitted all round with heavy polished brass coping and all bollards and fairleads, etc., are of polished brass.

The vessel is wired for searchlight and 30 light and fan points and all the fitting and upholstery are of the very highest class.

The Machinery.

The machinery consists of a twin set of Gardner, 4-cylinder, Crude Oil engines, developing 144 b.h.p. at normal rating. The shafting and propellers are direct driven through clutches and as the engines are of the compressed air reversing type, heavy and bulky transmission reverse gears are dispensed with. Each engine is complete with its own circulating pump, bilge pump, and air compressor, so that the risk of complete breakdown is practically eliminated. An auxiliary set is also fitted, comprising a small 3 b.h.p. Gardner Paraffin engine, direct coupled to a 1½ k.w., 32 volt, D.C. Lancashire Dynamo of the Battery Charging Type. It also drives through a clutch a small air compressor which is used for the initial charge of the air receivers and as a standby should the charge, through any cause, be lost. An accumulator of 100 ampere hour capacity is neatly fitted in a locker and this supplied current for lighting throughout the vessel, a number of fans and a 5 cubic feet refrigerator. Provision is also made for an electric searchlight with deck house control.

VESSLS EXPECTED.

Norddeutscher Lloyd, Bremen.

Main to-day.

Koenigsberg, December 28th.

Trier, Jan. 10th.

Lahn, January 30th.

Derfflinger, February 10th.

Goettingen, February 22nd.

Saarbrücken, March 12th.

Princes Line.

Royal Prince, December 31st.

Peninsular and Oriental.

Alipore, January 1st.

Manila, January 4th.

Mores, January 4th.

Katigora, January 7th.

Panama, January 18th.

Macedonia, February 1st.

Khiva, February 15th.

Malaca, March 1st.

Kyber, March 7th.

Karmaia, March 21st.

Royal Packet Nav. Co. (K.P.M.).

Cremor, to-day.

Swedish East Asiatic Co., Ltd.

Ceylon, Dec. 28th.

With Wilhelmsen, Oslo.

Norwegian Africa and Australia Line.

Thalatta, January 10th.

Tennessee, January 30th.

INSURE YOUR MOTOR CARS WITH GILMAN'S

'OCEAN' COMPREHENSIVE POLICY.

[108]

There's a long long trail of Bugs, Fleas, Flies, Beetles, Mosquitoes, etc., all killed by KEATING'S

BRITISH MADE

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GAZARA"

having arrived from the above Ports.

Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 26th December, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master against bad weather.

MACKINNON, MACKENZIE & CO., Hong Kong, 19th Dec., 1928. [7123]

THE EAST ASIATIC CO., LTD

COPENHAGEN.

The M.S. "SIAM"

loading on or about 15th January

For PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:—

SHANGHAI ETC.

COPTENT, ETC.

M.V. "Panama" ... 27th Dec. ... 8th Feb. 1929

M.V. "Danmark" ... 5th Jan. ... 14th Feb. "

M.V. "Java" ... 22nd Jan. ... 3rd Mar. "

M.V. "Australien" ... 11th Feb. ... 24th Mar. "

M.V. "Chile" ... 23rd Feb. ... 8th April. "

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDING.

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The Dainty Healing Touch of Cuticura Ointment

Exquisitely dainty, pure and effective, Cuticura Ointment does more than heal. It cleanses the pores of impurities and restores them to their normal activity so necessary in preventing pimples, blackheads and many forms of irritating and unsightly blemishes. Used either before or after a thorough cleansing with Cuticura Soap and warm water, Cuticura Ointment quickly demonstrates its sensitive, cleansing and healing powers. Sample each Soap, Ointment and Talcum free upon request from Dr. J. C. Williams & Co., Ltd., 100, Queen's Road, Hong Kong.

Sold Throughout the World.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION CO.'S

STEAMER "KALYAN."

ARRIVED HONG KONG ON 23RD DECEMBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriters on or before 12th January, 1929, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 24th Dec., 1928. [7140]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENMORE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns; and all Goods remaining undelivered after the 28th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 11th January, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 26th Dec., 1928. [7132]



QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE FROM HONG-KONG-TO-JAVA
REGULAR FORTNIGHTLY SERVICE FROM HONG KONG TO MANILA

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE WEDNESDAY	FOR
TJISAROE	SEA, K'LONG & AMOT	In Harbour	28th Dec. 4 p.m.	BATAVIA
TJIKINI	DALMY, K'LONG & AMOT	31st Dec.	2nd Jan. 4 p.m.	MAKASSAR & SOERABAYA
TJISONDARI	SEA, K'LONG & AMOT	31st Dec.	2nd Jan. 4 p.m.	BATAVIA
TJIMANOEK	DALMY, K'LONG & AMOT	1st Jan.	18th Jan. 4 p.m.	MAKASSAR & SOERABAYA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA, MAKASSAR	28th Dec.	31st Dec.	AMOT & N. CHINA
TJIKEMBANG	BATAVIA	2nd Jan.	4th Jan.	AMOT & SHANGHAI
TJITAROEM	JAVA, MAKASSAR	11th Jan.	13th Jan.	AMOT & N. CHINA
TJIKARANG	BATAVIA	16th Jan.	18th Jan.	AMOT & SHANGHAI

TO MANILA.

STEAMERS	FROM HONG KONG	FROM MANILA
TJIKINI	2nd January, 4 p.m.	8th January
TJIMANOEK	16th January, 4 p.m.	19th January

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters and volcanoes, delightful scenery, invigorating mountain resorts, excellent sporting facilities.

Travel in comfort on first class steamers, having excellent accommodation for passengers, a European Doctors and Wireless telegraphy.

Hong Kong to Batavia (7 days) saloon fare: \$175, return \$300.

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone C. 1574



Hamburg-Amerika Linie.

COMBINED FREIGHT AND PASSENGER SERVICE. CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS. FARE FROM HONG KONG TO GENOA—£73.0.0d. OUTWARD.

Sailings from Europe for Shanghai & Northern Ports:—

S.S. "RAABLAND" ... due here on or about the 25th Dec.
S.S. "EMIL KIRDOFF" ... due here on or about the 10th Jan.
M.V. "HAYELAND" ... due here on or about the 22nd Jan.
S.S. "HAYENSTEIN" ... due here on or about the 6th Feb.
M.V. "LEVENKUSEN" ... due here on or about the 15th Feb.
M.V. "ERMLAND" ... due here on or about the 5th Mar.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

* M.V. "DUISBURG" ... sailing from here on or about the 28th Dec.
* S.S. "OLDENBURG" ... sailing from here on or about the 18th Jan.
* S.S. "RAABLAND" ... sailing from here on or about the 22nd Jan.
* S.S. "EMIL KIRDOFF" ... sailing from here on or about the 5th Feb.
* M.V. "HAYELAND" ... sailing from here on or about the 19th Feb.
* S.S. "HAYENSTEIN" ... sailing from here on or about the 8th Mar.
* Calling also at Marseilles.
* Calling also at Amsterdam.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12, Pedder Street.

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Tel. C. 223.

Tel. C. 474.

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW & TIENTSIN	"SHENKANG"	On 25th Dec.	5 p.m.
HONGKONG, SHANGHAI & HAIKOW	"KANGKANG"	On 25th Dec.	Noon
SHANGHAI	"HUNAN"	On 26th Dec.	3 p.m.
SWATOW & SHANGHAI	"LUNAN"	On 27th Dec.	3 p.m.
SHANGHAI	"SHANGHAI"	On 28th Dec.	3 p.m.
SHANGHAI	"SHANGHAI"	On 29th Dec.	3 p.m.
HONGKONG & HAIKOW	"TEAN"	On 30th Dec.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 30th Dec.	8 a.m.
SHANGHAI & DALY	"LUCHOW"	On 30th Dec.	8 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 30th Dec.	8 a.m.
AMOI, SWATOW & TIENTSIN	"SUNNING"	On 1st Jan.	3 p.m.
SHANGHAI, CHONGKING & TIENTSIN	"KUNSHOW"	On 1st Jan.	4 p.m.
AMOI, SWATOW & SINGAPORE	"ANING"	On 1st Jan.	4 p.m.
HONGKONG, SINGAPORE & BANGKOK	"EWIYANG"	On 2nd Jan.	Noon
SHANGHAI	"HUPEN"	On 2nd Jan.	3 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 3rd Jan.	10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 3rd Jan.	11 a.m.
AMOI, SWATOW & SINGAPORE	"ANQU"	On 6th Jan.	4 p.m.
HAIKOW, HONGKONG & BANGKOK	"CHINCHUA"	On 13th Jan.	Noon

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE.**
Telephone: Central 33.
Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THROUGH NEW ZEALAND & AUSTRALIA SERVICE FROM HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Departure Date	Due to Date
"TAIPING"	4th January, 1929	11th January, 1929
"CHANGTE"	8th February, "	15th February, "
"TAIPING"	8th March, "	15th March, "
"CHANGTE"	9th April, "	16th April, "

For Freight and Passage apply to—**BUTTERFIELD & SWIRE.**
Telephone: Central 33.
Agents.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALE S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "BUMAEUS" ... 11th January
S.S. "AUTOLYCHUS" ... 8th February

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

S.S. "ROYAL PRINCE" ... 31st December
M.V. "JAVANESE PRINCE" ... 26th January, 1929

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnessprince King's Building. [19]



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
CHENONCEAUX ... 1st Jan., 1929	D'ARTAGNAN ... 1st Jan., 1929
ATHOS II ... 15th Jan., "	SPHINX ... 15th Jan., "
D'ARTAGNAN ... 29th Jan., "	G. METZINGER ... 29th Jan., "
SPHINX ... 12th Feb., "	PAUL LECAT ... 12th Feb., "
G. METZINGER ... 26th Feb., "	ANDRE LEBON ... 26th Feb., "
PAUL LECAT ... 12th Mar., "	PORTHOS ... 12th Mar., "
ANDRE LEBON ... 26th Mar., "	CHENONCEAUX ... 26th Mar., "
PORTHOS ... 9th Apr., "	ATHOS II ... 9th Apr., "

We can issue Through Tickets to Egypt, Suez, Port-Said, Aden, India, Africa, Madagascar, by Transshipment on our Mail Steamers at Port-Said, or DUBOIS.

For DUNKIRK via Port-Said, Omer, Cambrilang, Hamburg, Rotterdam, Antwerp.

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES.

Telephone: (C. 651 and 742) 3, Quai de Commerce.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

December 23rd.
Chengtu, British str., 1,335 tons.
Capt. W. L. Shearer, from Swatow, lying at Taikoo Dock—B. & S.

Corona, Norwegian str., 1,832 tons.
Capt. O. Klette, from Chingwangtao, which port she left on December 18th, with 3,085 tons of coal, lying at Laichikok—Doddwell & Co.

Huang Hui, French str., 802 tons.
Capt. Eugène from Fort Bayard, with 220 tons of general cargo, lying at buoy No. C44—Hoi King Cheung.

Kalyan, British str., 3,670 tons.
Capt. B. J. R. W. Cornwell, from London, which port she left on November 18th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

Nval, Norwegian str., 1,334 tons.
Capt. Y. P. Stolen, from Singapore, which port she left on December 14th, with 600 tons of general cargo, lying at buoy No. C43—Lee Fat Co.

Taipei, French str., 1,219 tons.
Capt. Maternati Paul, from Fort Bayard, with 550 tons of general cargo, lying at buoy No. C38—Shun Cheong.

Taipei, Japanese str., 1,863 tons.
Capt. M. Masuda, from Samurinda, which port she left on December 18th, with 2,133 tons of coal, lying at buoy No. C33—M.B.K.

Tijman, Dutch str., 4,394 tons.
Capt. D. Palo, from Amoy, with 49 tons of general cargo, lying at buoy No. A6—J.C.J.L.

December 24th.
Delagoa, Japanese str., 4,373 tons.
Capt. Yamaguchi, from Singapore, which port she left on December 19th, with a general cargo, lying at buoy No. A8—N.Y.K.

Empress of Asia, British str., 8,893 tons.
Capt. A. J. Healey, from Manila, which port she left on December 22nd, with a general cargo, lying at Whampoa Dock—C.P.S.

Golden Dragon, American str., 4,520 tons.
Capt. C. H. Bruner, from Manila, which port she left on December 21st, with a general cargo, lying at buoy No. A5—Columbia S.S. Co.

Hakone Maru, Japanese str., 10,493 tons.
Capt. S. Hirata, from Singapore, which port she left on December 19th, with a general cargo, lying at Kowloon Wharf—N.Y.K.

Hanoi, French str., 630 tons.
Capt. L. J. Crenhot, from Fort Bayard, with a general cargo, lying at buoy No. C46—Messageries Maritimes.

Hector, British str., 8,841 tons.
Capt. A. Ogden, from Shanghai, which port she left on December 21st, with 3 tons of general cargo, lying at buoy No. A1—B. & S.

Helios, Norwegian str., 1,117 tons.
Capt. J. Evidson, from Swatow, with a general cargo, lying at buoy No. C15—Thoresen & Co.

Hong Hui, British str., 1,924 tons.
Capt. D. Thomas, from Singapore, which port she left on December 17th, with a general cargo, lying at buoy No. A28—Ho Thong.

(Continued on next Column).

CLEARANCES.

December 24th.
Horo, for Hoihow.
Chian Lee, for Hongay.
Corona, for Canton.

Delagoa Maru, for Shanghai.
Ecuador, for Bangkok.
Fushing, for Swatow.
Golden Dragon, for San Francisco.

Hector, for Singapore.
Hakone Maru, for Shanghai.
Hanoi, for Kwang Chow Wan.

Huang Hui, for Swatow.
Kalyan, for Amoy.
Kwangtung, for Amoy.
Shinko Maru, for Table Island.

Singapore Maru, for Swatow.
Sval, for Swatow.
Sval, for Swatow.
Taipei Maru, for Hongay.

Tijman, for Muntok.
Tonjer, for Chinwangtao.

SHIPPING MOVEMENTS.

The R.M.S. Empress of France left Vancouver for Hong Kong, via Japan ports and Shanghai, on December 23rd, and is due here on January 10th. She will sail for Manila at 5 p.m. on January 11th. The B.I. s.s. Talamba will leave for Singapore, Penang and Calcutta at 1.30 p.m. on Thursday, December 27th.

SUNRISE AND SUNSET.

	Sunrise	Sunset
To-day	7.00 a.m.	5.46 p.m.
To-morrow	7.01 "	5.47 "
Thursday	7.01 "	5.47 "

Uap Sang, British str., 1,350 tons.
Capt. W. J. Booker, from Shanghai, which port she left on December 19th, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.

President Pierce, American str., 3,383 tons.
Capt. Henry Nelson, from Manila, which port she left on December 22nd, with 4,750 tons of general cargo, lying at Kowloon Wharf—Dollar S.S. Line.

Seaside Maru, Japanese str., 5,392 tons.
Capt. S. Araki, from Singapore, which port she left on December 15th, with a general cargo, lying at Kowloon Wharf—O.S.K.

Shinko Maru, Japanese str., 1,891 tons.
Capt. H. Kinogawa, from Keelung, which port she left on December 21st, with 2,000 tons of coal, lying at buoy No. B51—M.B.K.

Sinking, British str., 1,616 tons.
Capt. C. Mather, from Canton, lying at buoy No. B8—B. & S.

Sui Sang, British str., 1,992 tons.
Capt. S. O. Mitford, from Singapore, which port she left on December 17th, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.

Sunghwan Maru, Japanese str., 1,503 tons.
Capt. G. Kawamura, from Canton, lying at buoy No. C42—N.Y.K.

Tonjer, Norwegian str., 1,949 tons.
Capt. H. Baamussen, from Canton, lying at Yaumati—Doddwell & Co.

PASSENGERS.

The following passengers by the s.s. President Pierce arrived Hong Kong from Manila on December 24th:—Mr. D. Barar, Miss Gertrude Chan, Mr. W. L. Marshall, Mr. A. Masseura, Miss Elsie

D. Newton, Miss Abbie H. Newton, Mr. H. E. Potlick, Mr. and Mrs. R. A. Rodgers, Master Robert Rodgers, Master Edwin Rodgers, Master Frederick Rodgers, Mr. and Mrs. Uy Cho Yee, Mr. Wong Tien Shen, Mr. and Mrs. D. H. White, Mr. Young Sion Ting.

The following passengers arrived Hong Kong by the s.s. Empress of Asia from Manila on December 24th:—Mr. A. Carpi, Mr. S. S. Chan, Dr. A. S. Donaldson, Mr. J. W. Gonggryp, Dr. and Mrs. I. Villareal, Mr. L. Villareal, Miss H. Vincent, Miss G. Ricker, Mr. A. J. Warta, Mr. H. Ang, Mr. G. S. Benson, Mr. D. R. Choa, Mr. Y. Co, Mr. C. Choa, Mr. P. Enyong, Mr. T. Hung, Mr. F. C. Kengao, Mr. S. C. Y. Kengao, Mr. W. Lai, Mr. S. F. Leung, Mr. D. C. Lee, Mr. H. Nagel, Mr. L. Ngo, Mrs. T. Reyes, Mr. D. W. Tam, Mr. S. S. Tan, Mr. K. J. Wong, Mr. M. T. Wong, Mrs. S. Wong, Mr. G. C. Woo, Mr. T. Yap, Mr. I. O. Yong, Mr. J. A. Yanovich, Mr. P. Can, Mrs. S. Lee, Master F. Wong.

The following passengers arrived Hong Kong by the s.s. Kalyan from London:—Mr. P. E. Barker, Mr. and Mrs. B. D. Evans, Miss E. Bottomley, Mr. H. Stonell, Miss F. Skipsey, Mr. J. C. Hay, Mr. J. F. Hill, Mr. F. W. Simpson, Mr. M. Wilcox, Pay-Comdr. and Mrs. S. Parsons, Mr. F. Austin, Mrs. Annie, Miss Annie, Lieut. Comdr. A. S. Donovan, Mr. C. W. Browne, Miss J. M. Scott, Miss C. T. Smith, Miss C. M. Gill, Mr. E. Collings, Mr. H. Aris, Mr. and Mrs. W. McBride, Mr. J. Symington, Miss E. Lucas, Mr. A. McVean, Mr. J. W. Knott, Mr. E. B. Reid, Capt. and Mrs. Angier, Mr. G. Angier, Mrs. Leong Yin Chan, Mr. Au Yeung Yat Kwai, Mr. G. S. Lim, Mr. and Mrs. Stephenson, Mrs. Pottie, Mr. and Mrs. H. Douglas, Miss Gillies, Mrs. R. Simmons, Mr. and Mrs. Au Min Tong and two sons, Mr. Heino Kuci Sang, Mr. Lim Gok, Mr. Shun Kim, Mr. Wong Kok, Mrs. C. Venn, Miss J. McMaster, Miss M. Chesterman, Dr. and Mrs. J. Webster, Mr. Lum Mui Sang, Mr. and Mrs. V. Vick.

The following passengers left Hong Kong for United Kingdom via Singapore by the s.s. Hector on December 24th:—Captain and Mrs. J. E. Stanley, Mr. W. C. T. Hammond, O.B.E., Miss K. Jackson Willis, Mr. H. E. Robertson, Mr. L. F. Hopkinson, Mrs. Tomlin, Miss Tomlin, Dr. Li Shu Pui, Dr. Chua Boon Teck, Lieut. Comdr. A. L. Noakes, R.N., Mrs. A. L. Noakes, Mrs. A. H. Gillingham, Miss C. E. Gillingham, Mr. Tan Cheng Lok, Mrs. B. R. Hooper and son, Captain and Mrs. H. M. A. Day and daughter, Miss F. S. Craddock, Mr. E. C. Day, Mr. and Mrs. B. C. Day, Mr. and Mrs. P. S. Hudson and infant, Mr. O'Neill Lane, Mr. W. D. B. Miller, Mrs. Reader Harris, Miss Reader Harris, Mr. C. S. Taylor, Mr. E. Van Duyn, Mr. H. B. Woodford.

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MOJI & KOBE	"SUISANG"	Thurs., 27th Dec., at 7 a.m.
OSAKA via AMOY, SHANGHAI, MOJI & KOBE	"KUMSANG"	Sun., 30th Dec., at 7 a.m.
STRAITS & CALOUTTA	"NAMSANG" "KUTSANG"	Satur., 5th Jan., at 3 p.m. Wed., 9th Jan., at 3 p.m.
RANDARAN	"MAUSANG" "HINSANG"	Fri., 11th Jan., at 3 p.m. Fri., 18th Jan., at 3 p.m.
CANTON	"YATSHING"	Thurs., 27th Dec., at 8 p.m.
TIENTSIN via WEI-HAI-WEI	"CHIPSING"	Satur., 29th Dec., at Noon

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Steamship "CARDIGANSHIRE"	(via Oran)	6th March, "
Motor Vessel "GLENAGARRY"	(via Oran)	3rd April, "

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Motor Vessel "GLENAGARRY"	"	7th Jan., "
Steamship "CARDIGANSHIRE"	"	31st Jan., "
Motor Vessel "GLENAMOIY"	"	11th Feb., "
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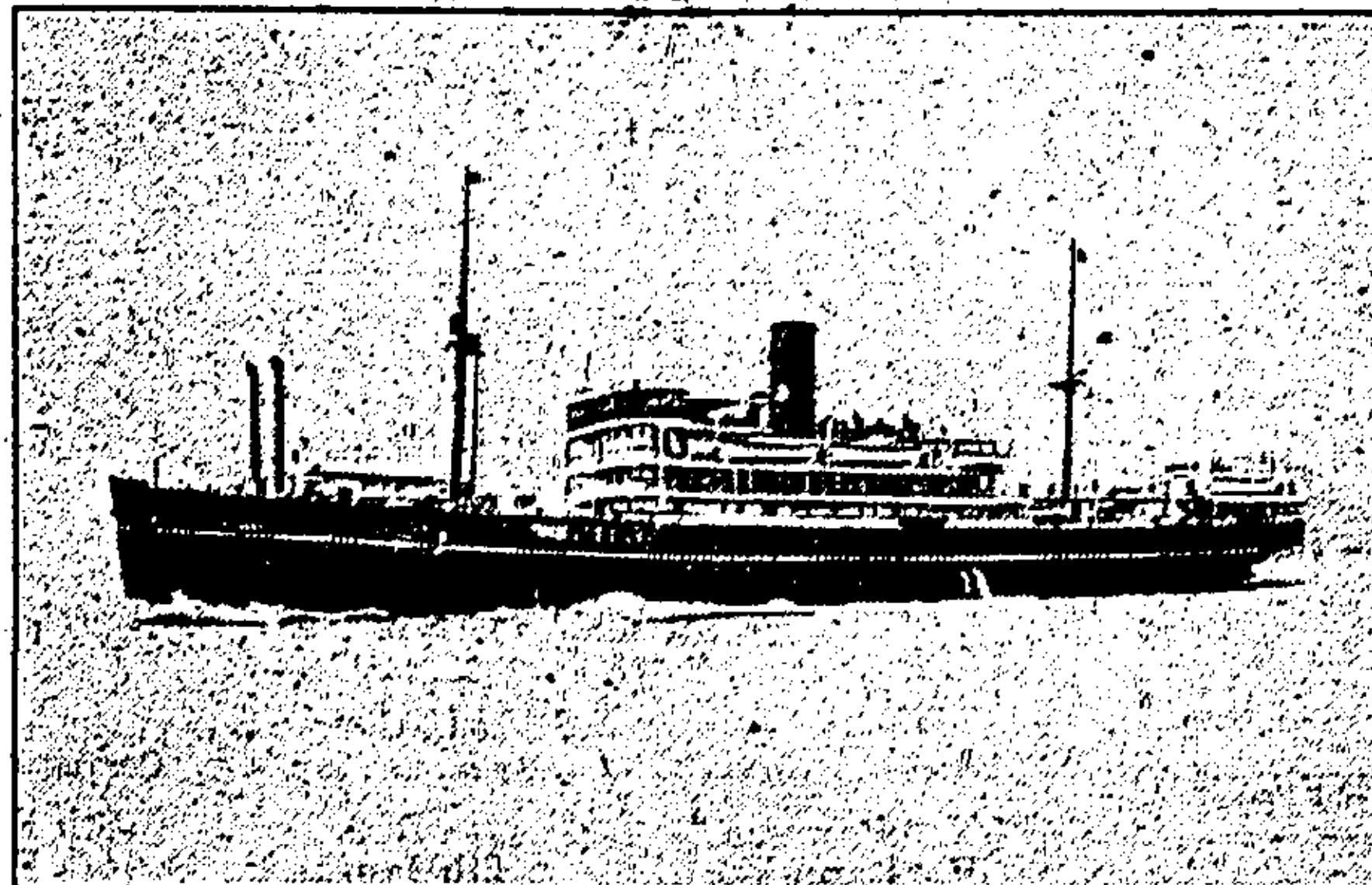
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